Interstate BRIDGE Replacement Program

Welcome
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欢迎
Добро пожаловать
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chào mừng
歡迎
soo dhawow
어서 오십시오

Multimodal Commuter Community Working Group

November 16, 2021

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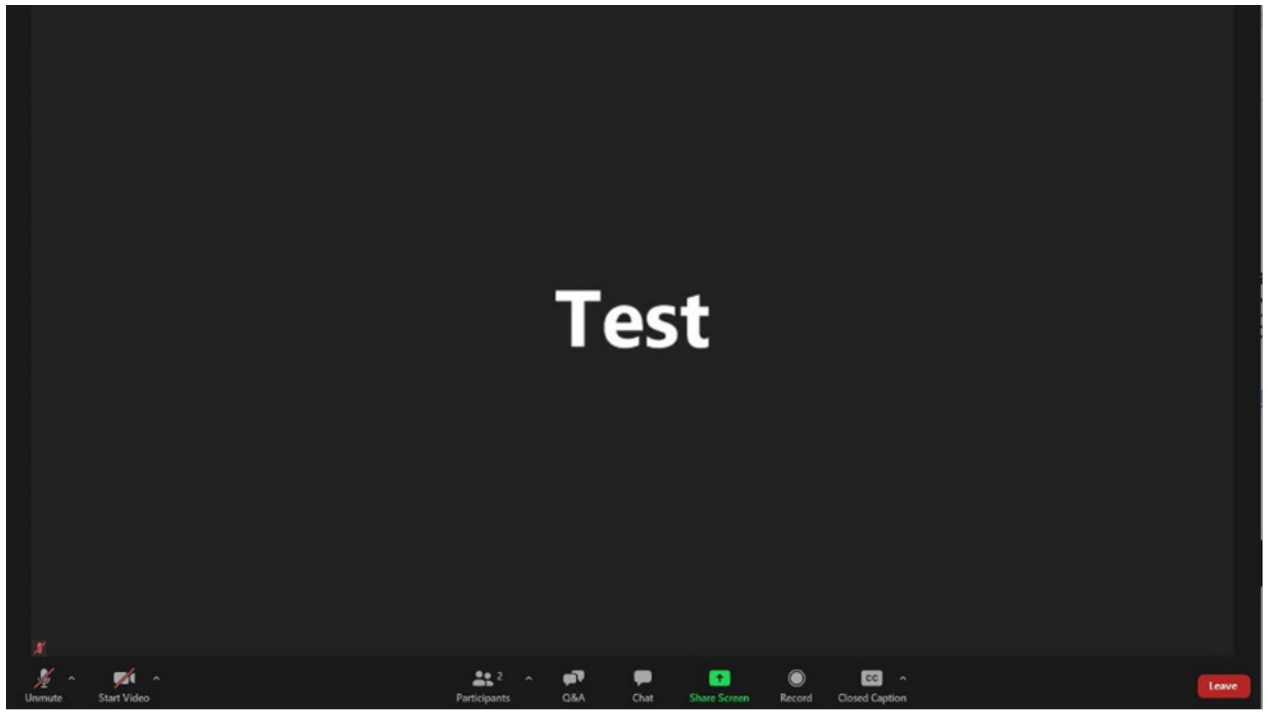
How to access closed captions



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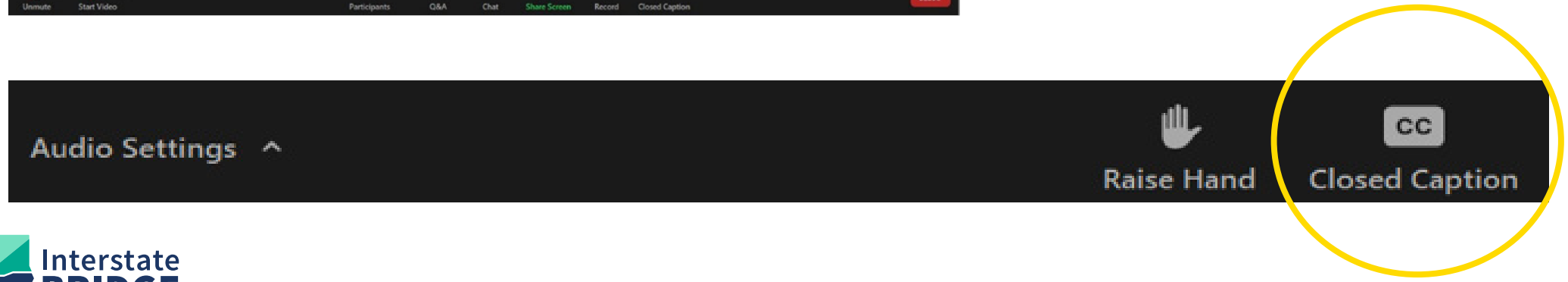

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Zoom Participation

- ASL interpretation is available
- Please join audio by either phone or computer, not both. We encourage participants to turn on your video
- If you have joined by phone, dial *9 to raise your hand; After invited to speak, dial *6 to unmute yourself
- Please keep your audio on mute when not speaking
- If you experience technical difficulties, please use the Zoom chat feature or call, **360-329-6744**

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Agenda

- Introductions/icebreaker, meeting agreements and goals, review Community Working Group framework and roles
- Preliminary design options, overview of High Capacity Transit
- Interactive sessions in breakout rooms
- Report out from breakout rooms
- Review other ways to engage

CREDIT: Equity Matters

Meeting Agreements

- 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

CREDIT: Equity Matters

Community Working Group Member Introductions

- Name, affiliation
- What is the most modes you have used in one commute? (Planes, trains, and automobiles!)

Your IBR Team

- Group Facilitator
- IBR Technical Leads

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Community Working Group Framework

- Community Working Groups: Active Transportation, Downtown Vancouver, Hayden Island/Marine Drive, Multimodal Commuter
- Participants include at-large community members and organizational stakeholders that can provide insight on specific topics
- CAG members participate on Community Working Groups, providing a direct linkage to relay perspective and considerations in specific interest areas
- Each group will meet twice in 2021. Do not anticipate additional meetings but may reconvene on as-needed basis

Role of Community Working Groups

Provide feedback on specific transportation issues for the program's consideration.

- **Multimodal Commuter:** Provide feedback on the Interstate Bridge user experience from a commuter perspective, including access to public transit and other modes of transportation such as driving, biking, and rolling.
- Your feedback informs program staff and will be shared as a community input to IBR decision makers.
- **Recommendation and Decision-Making Framework:** interstatebridge.org/advisory-groups

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Preliminary Design Options

Brad Phillips, IBR Technical Lead

Program Timeline

- **Now through end of 2021**
  - Continued development of preliminary design concepts to address changes since the previous planning effort
  - Embed equity and climate considerations within the design concepts
  - Finalize screening criteria to evaluate design concepts
  - Engage in a two-way dialogue with the community sharing preliminary design concepts
- **Early 2022**
  - Collaborate with partners and stakeholders to develop and reach consensus on the IBR multimodal design solution

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Design Options in Response to Changes

- **The program, in collaboration with agency partners, developed high-level design options to respond to changes while incorporating current regional values and priorities into the IBR Solution.**
- **The design options pertain to the following program areas:**
  - Bridge Crossing over the Columbia and Alignment
  - Downtown Vancouver
  - Vancouver Interchanges
  - Hayden Island and Marine Drive Interchanges
  - Transit
  - Bike and pedestrian improvements are integrated into design options for all the above areas

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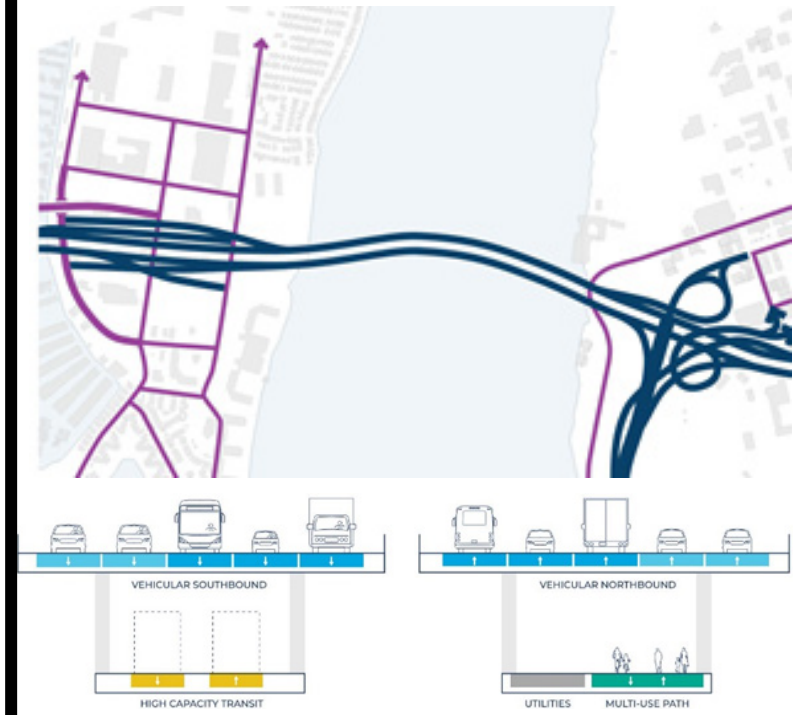
Design Options in Response to Changes

- **In our last meeting, the top concerns you expressed regarding your current commute are:**
  - Congestion across the bridge
  - Bridge lifts interrupting commutes that occur in off-peak hours
  - Not enough lanes
  - Sight distance is difficult on the bridge and approaching from both directions
  - Difficult to get into traffic on the freeway (specifically, from SR-14 west getting onto I-5 southbound)

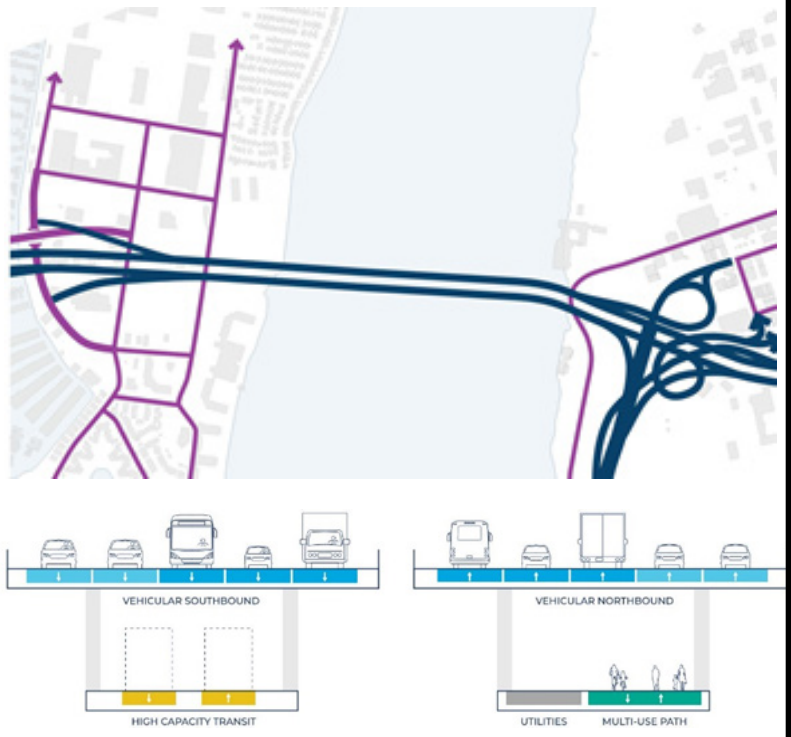
Bridge Crossing over the Columbia and Alignment

- Variety of options that differ in constructability and bridge footprint
- All options provide dedicated transit guideway and wide multi-use path
- Future design work, informed by data, partners, and community engagement, will determine the bridge height and bridge type

Option 1: 2013 LPA



Option 2: Straight Alignment

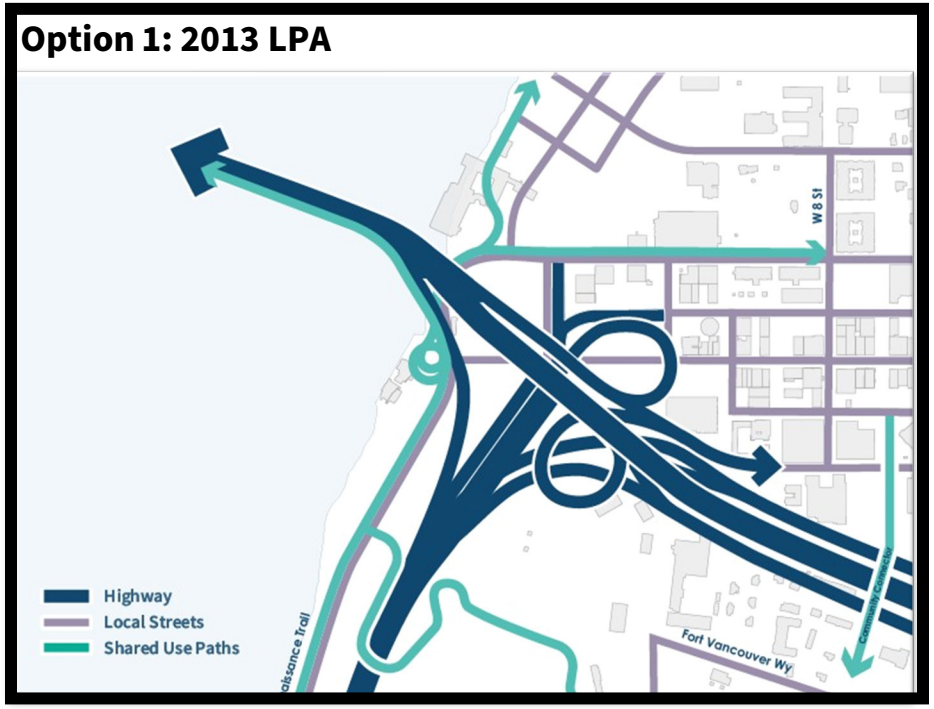


Option 3: Stacked Alignment

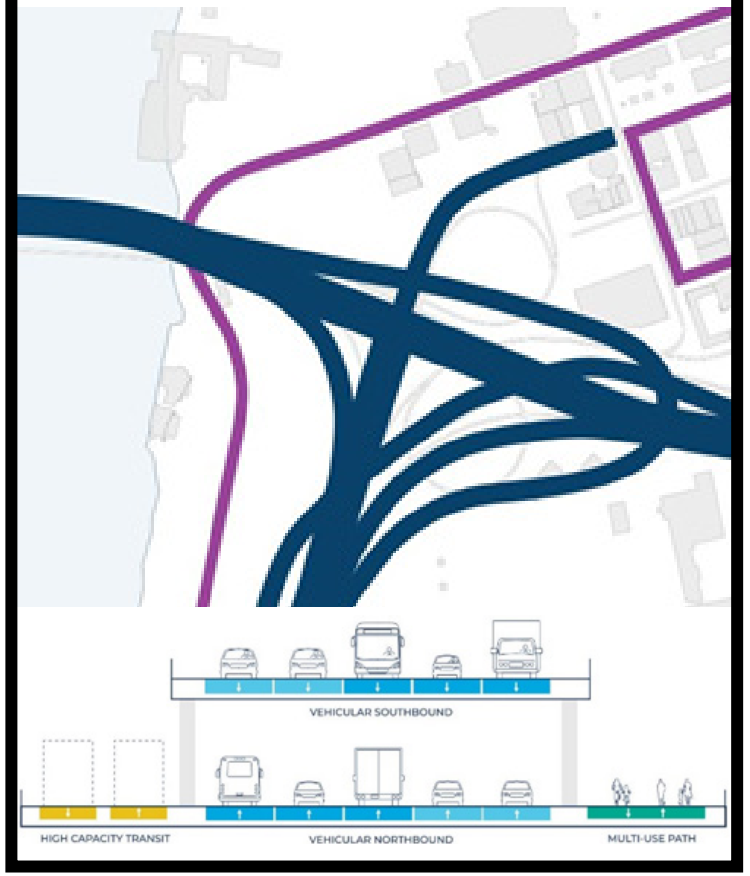
Downtown Vancouver

- Options consider ways to connect downtown into a higher I-5 corridor, necessary for bridge replacement options
- All design options connect the transit and multi-use path to downtown Vancouver
- Additional analysis is needed to identify how to connect from downtown into the river crossing options

Option 1: 2013 LPA



Option 2: Option with Stacked Crossing



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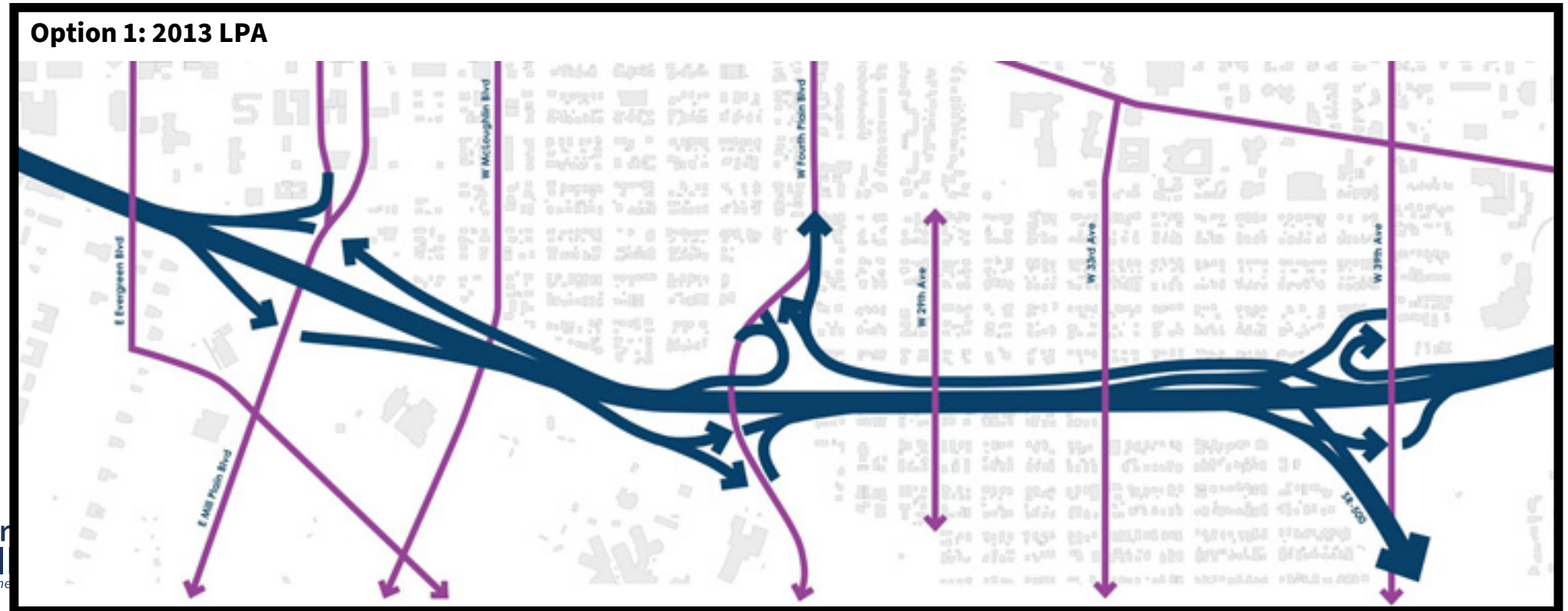
Vancouver Interchanges

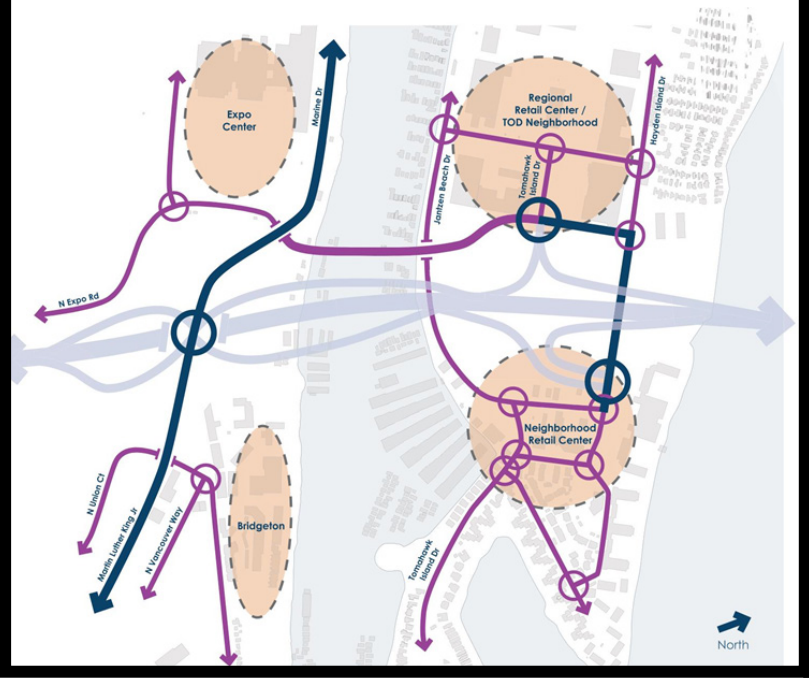
- Reconstructs the interchanges with braided ramps and auxiliary lanes at Mill Plain and Fourth Plain and replaces overpasses at other locations along I-5 leading up to the river
- All designs will improve bike and pedestrian connections to support east to west travel
- Future design work, informed by community engagement, will continue to refine Mill Plain/Fourth Plain intersection improvements and bike/pedestrian connections



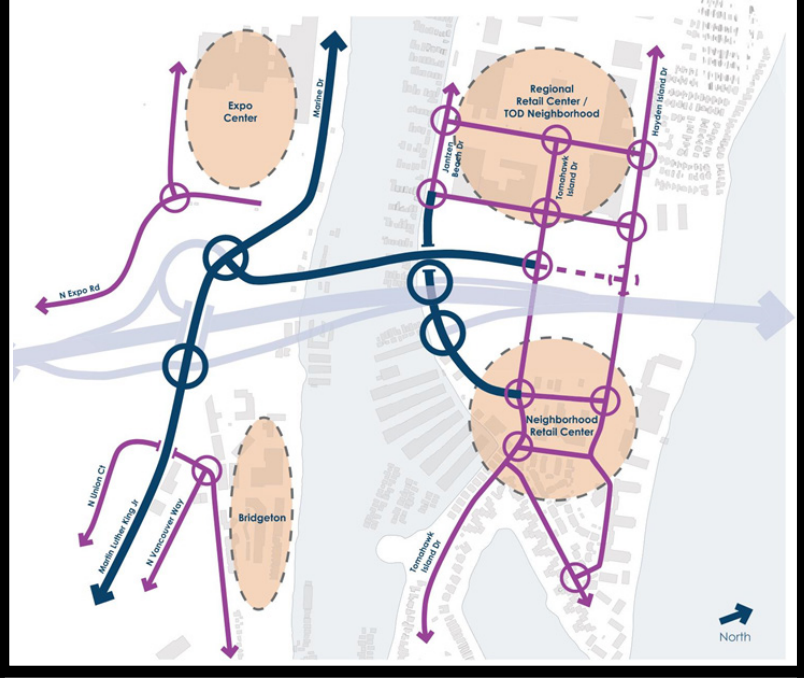
Hayden Island and Marine Drive Interchanges

- Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- All options include replacing the North Portland Harbor Bridge
- Future design work, informed by community engagement, will develop details for connecting multi-use paths, with the intention to connect to the 40-mile loop trail

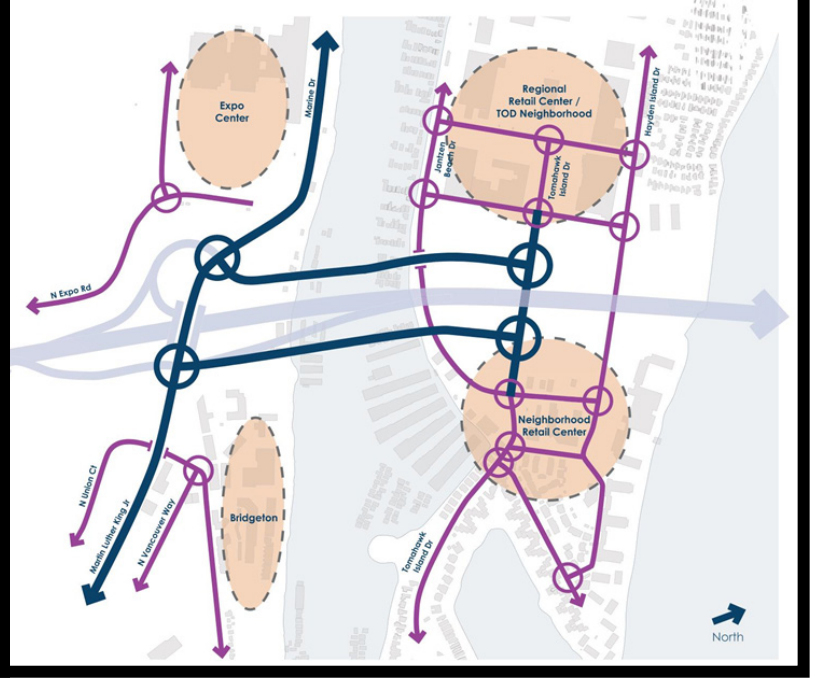
Option 1: Full interchange



Option 2: Partial Interchange



Option 3: No Interchange



Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections

Questions?

Breakout Session Questions

- What are your initial impressions of the design options?
- Are there any challenges or opportunities you see that we have not identified?
- Which of the proposed design options do you anticipate improving your commute and why?
- From a commuter perspective, do you have concerns about any of the proposed options and why?

Participants are currently in a breakout session

Overview of High Capacity Transit

Ben Deines, IBR Technical Lead

What is High Capacity Transit (HCT)?

"High Capacity Transit is a system of public transportation services within an urbanized region operating principally on **exclusive rights-of-way**, and the supporting services and facilities necessary to implement such a system... providing a substantially **higher level of passenger capacity**, speed, and service frequency than traditional public transportation systems..."

Washington State Legislature, RCW 81.104.015

"Our high capacity transit (HCT) system operates with the majority or all of the service in **exclusive guideway**. The high capacity transit system is meant to connect to regional centers and **carry more transit riders** than the local, regional and frequent service transit lines. HCT could include rapid streetcar, corridor-based bus rapid transit, bus rapid transit, light rail or commuter rail."

Oregon Metro, 2018 Regional Transit Strategy

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What is High Capacity Transit (HCT)?

1. Provide an attractive travel choice within a region
2. Equitable access to jobs and critical services
3. Reduced environmental and climate impacts
4. Alleviate pressure on other modal systems

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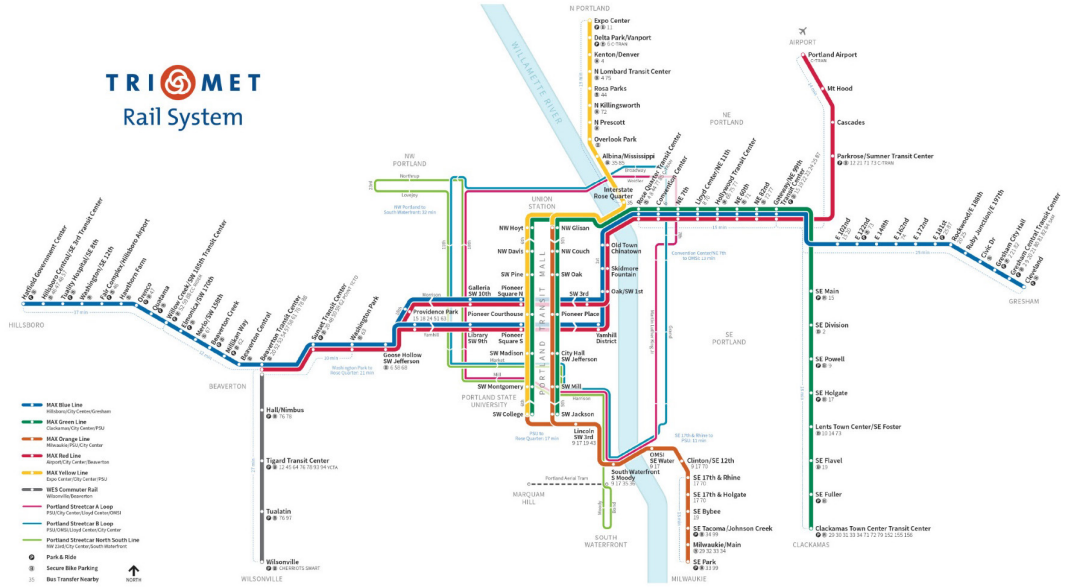
Existing High Capacity Transit (HCT)

MAX

- Light Rail Transit (LRT)
- Operated by TriMet
- Enhanced stations
- Specialized vehicles
- On dedicated transitway



Existing High Capacity Transit (HCT)

The Vine

- Operated by C-TRAN
- Enhanced stations
- Specialized vehicles
- Mostly uses shared roadway (majority not dedicated)

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High Capacity Transit (HCT)

- **Mode types being studied by the IBR program:**
  1. Bus Rapid Transit (BRT) in a dedicated transitway
  2. Light Rail Transit (LRT)

Top:
East Street Station
CTfastrak BRT
Connecticut Transit

Bottom:
Portland Int'l Airport Station
MAX LRT
TriMet, OR

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Dedicated Bus Rapid Transit (BRT)

- **Dedicated Infrastructure:**
  1. Dedicated transitway
  2. Transit signal priority

W 10th Ave
Emerald Express (EMX) BRT
Eugene, OR

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Dedicated Bus Rapid Transit (BRT)

- **Enhanced stations:**
  1. Dedicated shelters & amenities
  2. Raised platform for near-level boarding and alighting
  3. Real-time arrival information

Central Campus Station
The Vine BRT
Vancouver, WA

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Dedicated Bus Rapid Transit (BRT)

- **Specialized vehicles:**
  1. High capacity
  2. Low floors for near-level boarding and alighting
  3. Multiple entrances for all-door boarding and alighting

Top:
The Vine BRT
Vancouver, WA

Bottom:
Emerald Express (EMX) BRT
Lane Transit District, OR

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Light Rail Transit (LRT)

- **Dedicated Infrastructure:**
  1. Dedicated tracks
  2. Overhead Catenary System (OCS) traction power
  3. Transit signal priority

Top:
Link LRT
Sound Transit, WA

Bottom:
MAX LRT
TriMet, OR

Interstate BRIDGE Replacement Program

Light Rail Transit (LRT)

- **Specialized vehicles:**
  1. High capacity
  2. Low floors for near-level boarding and alighting
  3. Multiple entrances for all-door boarding and alighting

Top:
MAX LRT
TriMet, OR

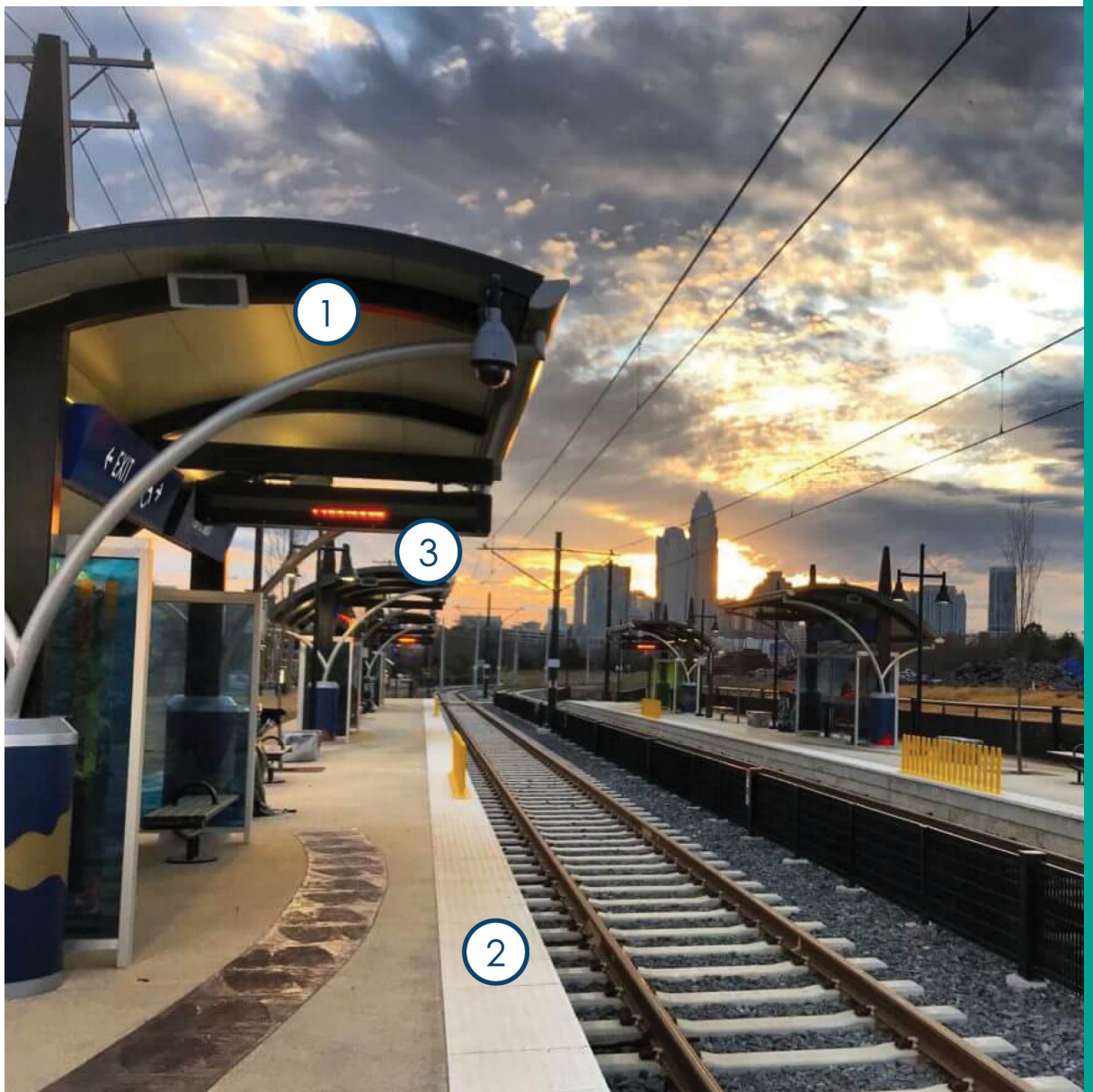
Bottom:
San Diego Trolley LRT
SANDAG, CA

Interstate BRIDGE Replacement Program

Light Rail Transit (LRT)

- **Enhanced stations:**
  1. Dedicated shelters & amenities
  2. Raised platform for near-level boarding and alighting
  3. Real-time arrival information

LYNX LRT
Charlotte, NC



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Questions?

Break

15 minutes

Introduction to Tolling on IBR

Ryan LeProwse, IBR Technical Lead

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Tolling

- **The IBR program will identify an equitable toll system that ensures we can pay for construction of the program and promote travel time savings as well as improved reliability.**
- **The details of how tolling may be implemented have not yet been determined.**
- **Transportation projects of this scale typically require tolling as a funding component.**
  - *Toll revenue collected from Interstate Bridge users will pay for the cost to replace the bridge and the rates are likely to vary by time of day to support mobility and address traffic congestion.*
- **The IBR program is committed to identifying equitable tolling and pricing strategies informed by national best practices for tolling in urban areas.**

Tolling

- **The IBR program is collaborating with both the ODOT and WSDOT toll programs to identify a toll system that complements regional toll efforts.**
- **Each state's approach and framework for transportation policy and investments will need to be accounted for as the IBR tolling approach is developed.**
  - *Tolling authorization and rate setting for the replacement bridge will rest with the legislatures and transportation commissions in Oregon and Washington.*
- **The IBR and ODOT's tolling programs are separate but interconnected efforts to manage and improve key corridors in the regional transportation system through investments in the corridor in which tolls are collected.**
- **Tolling or congestion pricing alone cannot solve the problems associated with the existing bridge or eliminate the need for its replacement.**

Questions?

Preliminary Transit Design Options

Kelly Betteridge, IBR Technical Lead

Transit Option Timeline

- **2021**
  - Develop ten transit “representative alignments” that are used to highlight tradeoffs for the decisions about mode and alignment
  - Work with transit agencies to understand how each of the transit options would operate at a conceptual level
  - Gather data from the regional model and design work about how the transit options perform regarding measures like travel time, ridership, and access.
  - Finalize measures and screening criteria to evaluate design options
  - Engage in a two-way dialogue with the community sharing preliminary design concepts and transit measures
- **2022**
  - Collaborate with partners and stakeholders to develop and reach consensus on the IBR multimodal design solution

Transit Options - Overview

- **The IBR program is analyzing ten transit options:**
  - (1) No-Build Option:
    - *Assumes no transit improvements from the IBR program but does include other planned transit improvements in the next 25 years. This option is used as a tool for measuring the effects of other options.*
  - (1) Bus on Shoulder option
  - (3) Bus Rapid Transit (BRT) options
  - (4) Light Rail Transit (LRT) options
  - (1) BRT/LRT option
- **High-Capacity Transit (HCT) options include:**
  - Dedicated space for HCT between the Expo Center and Hayden Island
  - Dedicated space for HCT on the replacement bridge
  - Express buses operating on the shoulder of the freeway, where possible in the program area
- **Future design work, informed by data, partners, and community engagement, will inform:**
  - Specific transit terminus locations
    - *Transit termini shown in preliminary list of design options are indicative of general locations being studied for current analysis*
  - Transit station details and specific locations
  - Park & Ride size and specific locations

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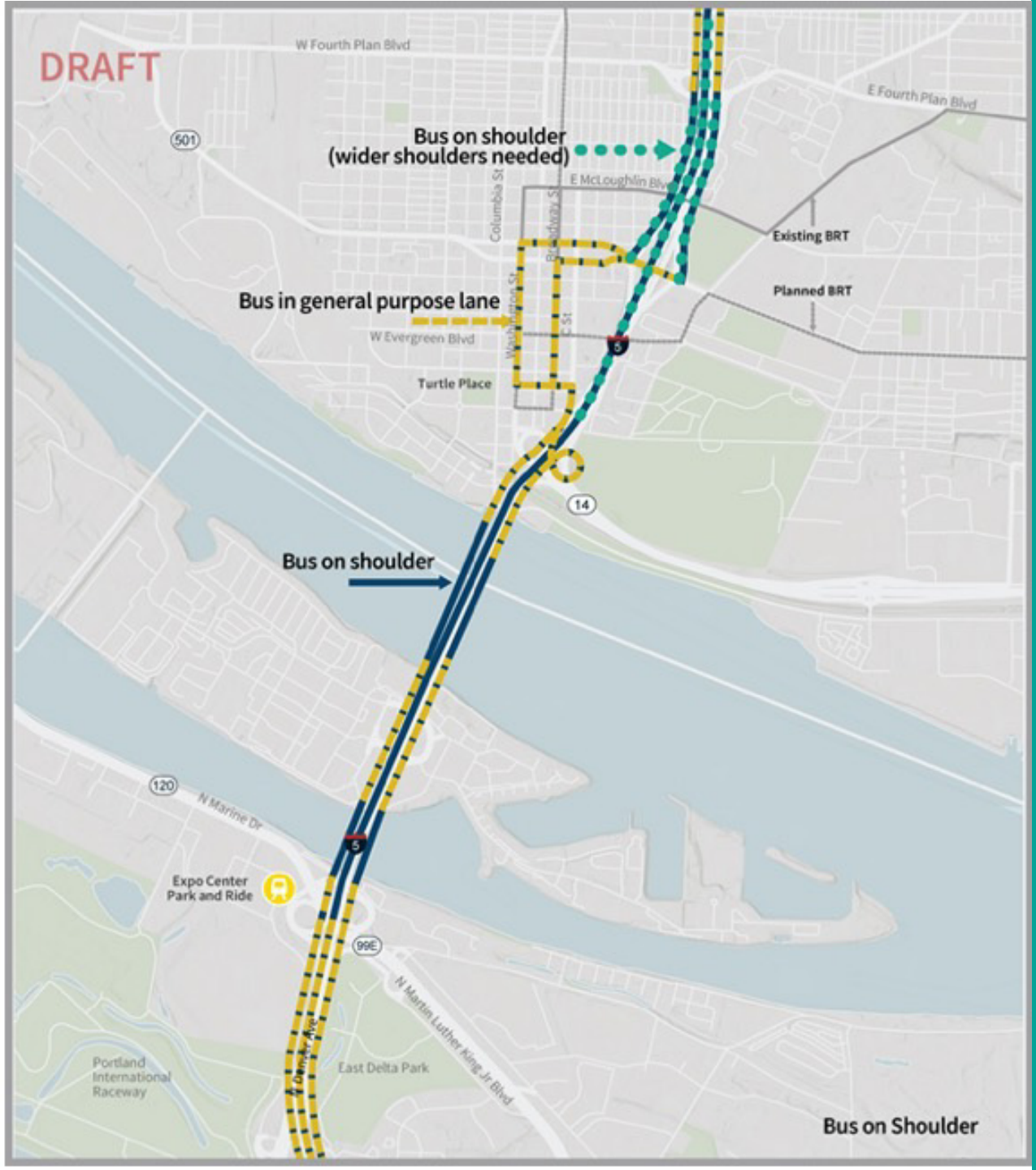
Transit Options

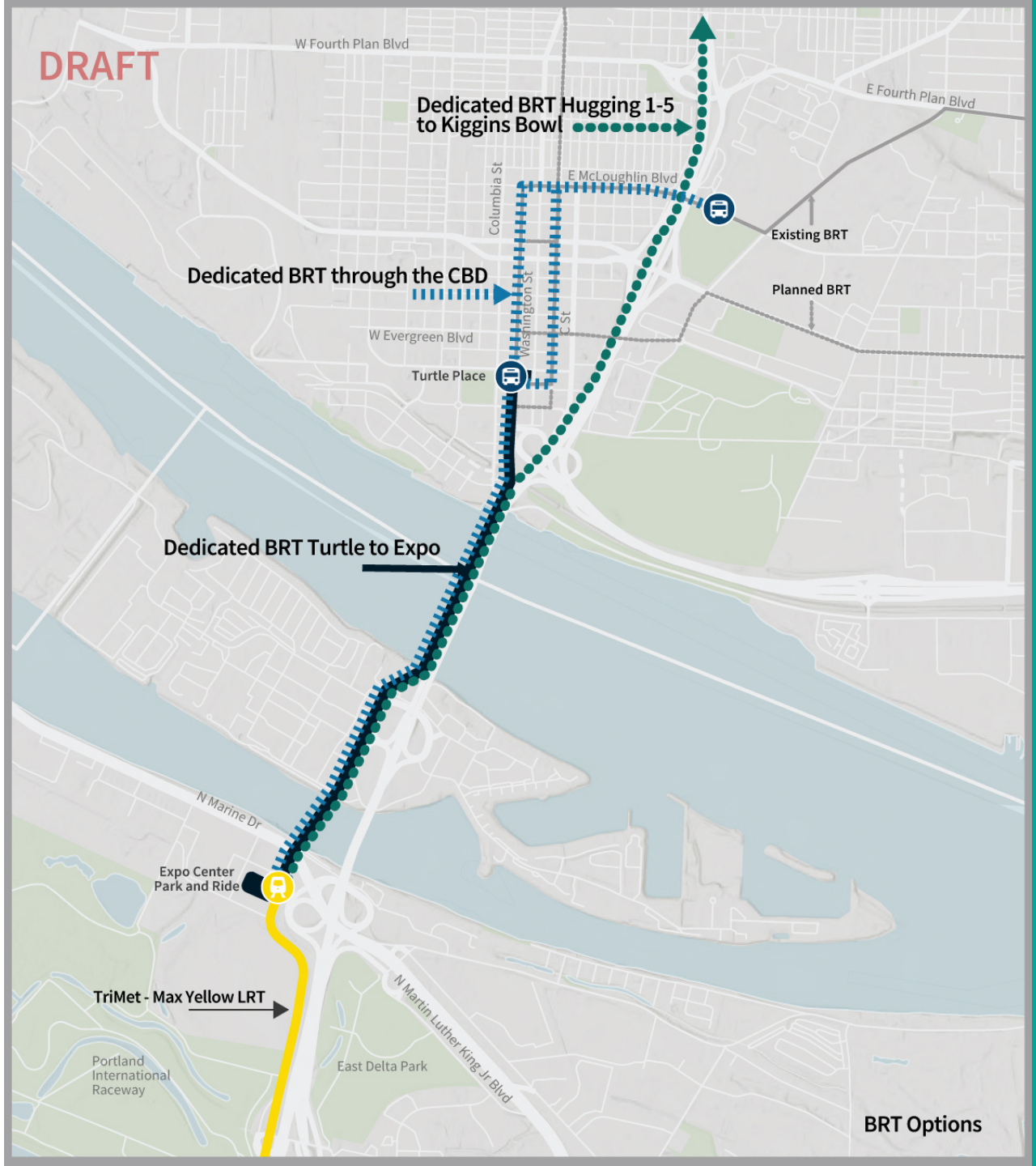
- **Bus on Shoulder (BOS)**
  - Assumes C-TRAN express routes 101 and 105X operate as bus on shoulder in the bridge influence area (both directions). Route 101 operates from downtown Vancouver to downtown Portland, Route 105X operates from Salmon Creek to 99th to downtown Portland.



Transit Options

3 Bus Rapid Transit (BRT) options:

- Dedicated BRT Turtle to Expo
- Dedicated BRT Hugging I-5
- Dedicated BRT Connection through the Central Business District



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Transit Options

BRT Option 1/3:

- **Dedicated BRT Turtle to Expo**
  - Vine BRT lines would extend via dedicated guideway from Turtle Place to a terminus near Expo Center.

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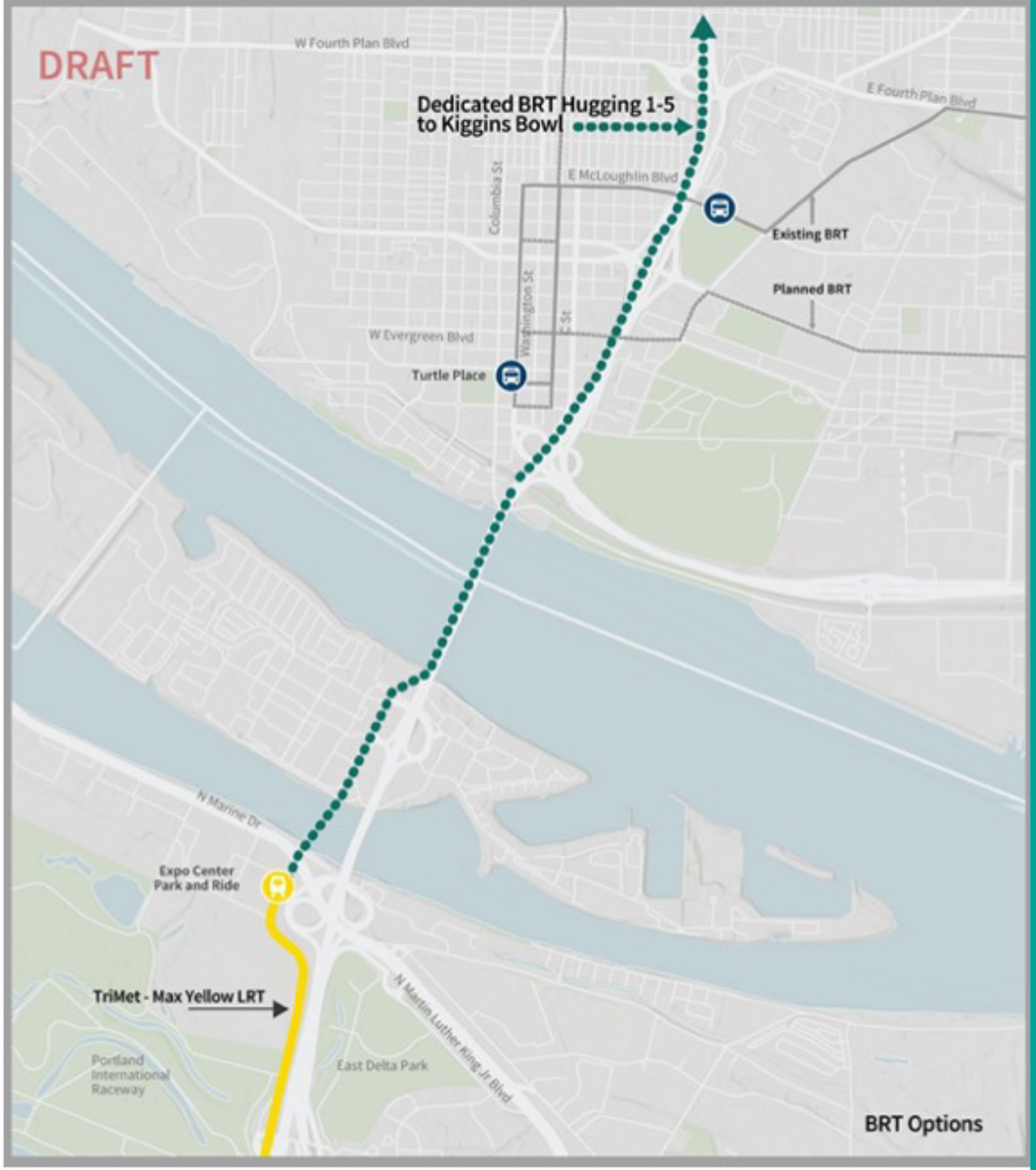
Transit Options

BRT Option 2/3:

- **Dedicated BRT Hugging I-5**
  - Vine BRT lines would extend from Kiggins Bowl south to MAX Expo Center Station on a dedicated guideway adjacent to I-5.



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Transit Options

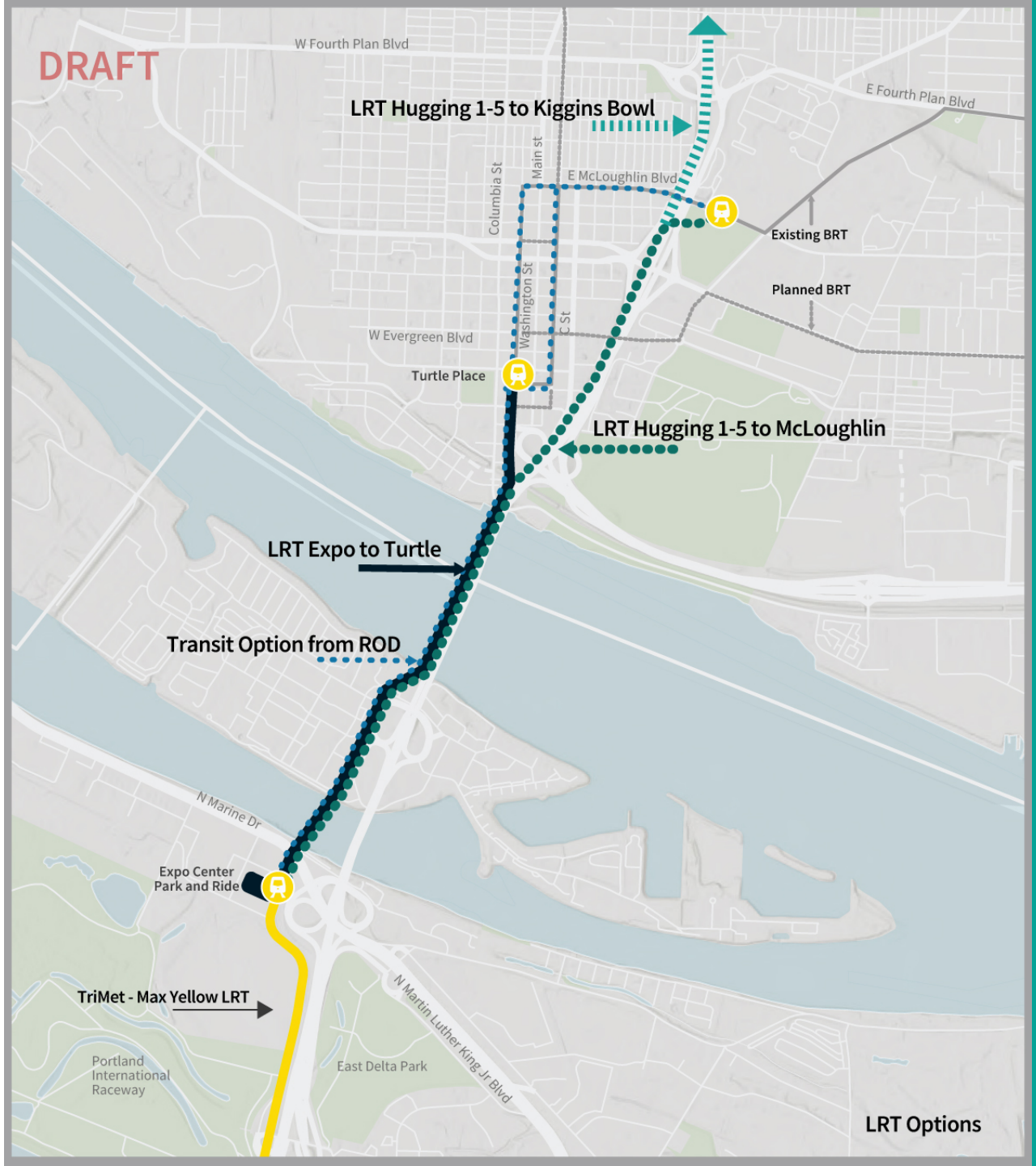
BRT Option 3/3:

- **Dedicated BRT Connection through the Central Business District**
  - Vine BRT lines would extend via dedicated guideway from McLoughlin Boulevard through Vancouver's CBD before crossing the river to Hayden Island with a terminus near Expo Center.

Transit Options

4 Light Rail Transit (LRT) Options:

- The 2013 Locally Preferred Alternative
- LRT One Station in Vancouver
- LRT Hugging I-5 Near McLoughlin
- LRT Hugging I-5 to Kiggins Bowl



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Transit Options

LRT Option 1/4:

- **The 2013 Locally Preferred Alternative**
  - LRT would extend from the Expo Center to a terminus near Clark College.

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Transit Options

LRT Option 2/4:

- **LRT One Station in Vancouver**
  - LRT would extend from Expo Center to Turtle Place.

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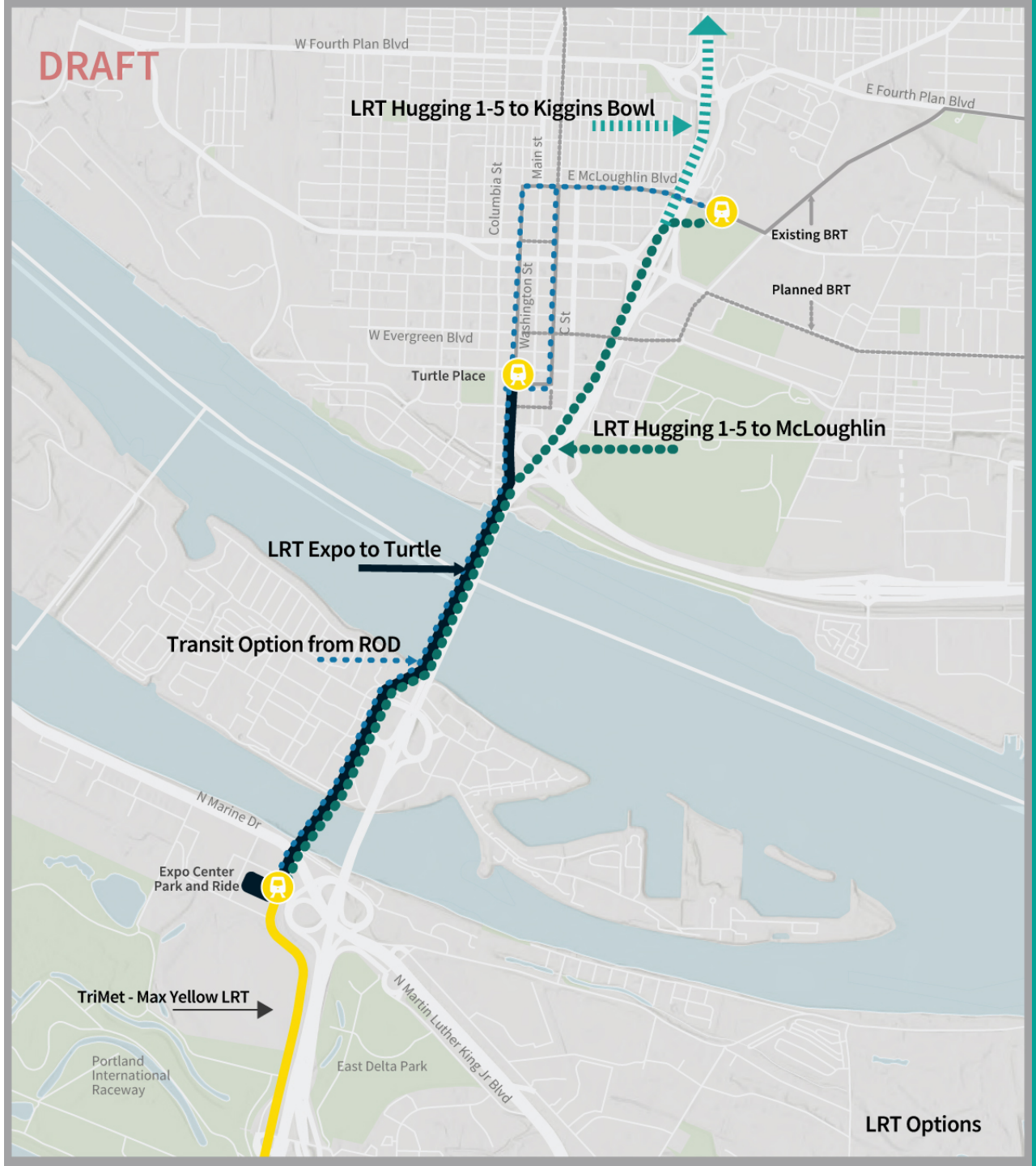
Transit Options

LRT Option 3/4:

- **LRT Hugging I-5 Near McLoughlin**
  - LRT would extend from Expo Center to McLoughlin in a dedicated guideway adjacent to I-5.

LRT Option 4/4:

- **LRT Hugging I-5 to Kiggins Bowl**
  - LRT would extend from Expo Center to Kiggins Bowl in a dedicated guideway adjacent to I-5.



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Transit Options

- **Dedicated BRT and LRT to Hayden Island**
  - Vine BRT lines would extend via dedicated guideway from a station near Turtle place to a terminus on Hayden Island.
  - MAX Yellow Line would extend from the current terminus at Expo Center to a new terminus on Hayden Island.

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Questions?

Breakout Session Questions

- From a user experience perspective, what are the most important considerations for making transit an attractive option for traveling within the corridor? Within the region?
- Which of these options would be most likely to impact your travel behavior?

Participants are currently in a breakout session

Breakout session report out

Program timeline & next steps

Program Timeline

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Design Options Survey

- **November 10 – December 10**
  - **Purpose**: Gather community feedback on preferences and priorities associated with the user experience and/or attributes of design options (not a ranking between options).
  - Translations available in eight languages: Spanish, Vietnamese, Korean, Chinese (Simplified and Traditional), Slavic (Russian and Ukrainian), Somali
  - interstatebridge.org/november

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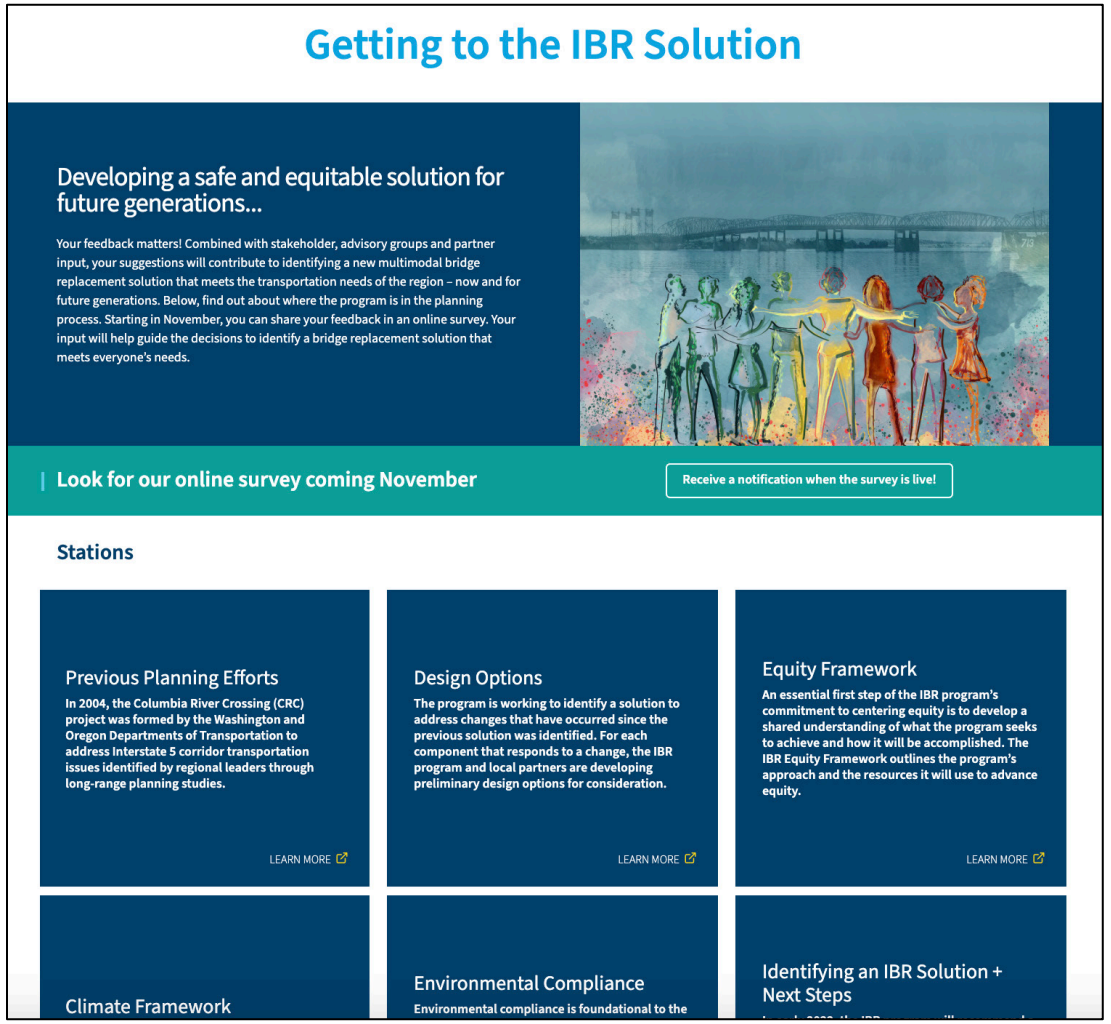
Online Open House

- **Live Now!**
  - **Purpose:** Provide overview of potential design options, timeline, and process for getting to an IBR Solution
  - Translations available in eight languages: Spanish, Vietnamese, Korean, Chinese (Simplified and Traditional), Slavic (Russian and Ukrainian), Somali
  - interstatebridge.org/november



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Additional Engagement Opportunities

- Follow us on social media
- Sign-up for our newsletter, interstatebridge.org/news
- Email info@interstatebridge.org
- Today's meeting recording and materials: **interstatebridge.org/community-working-groups**
- Program information library: **interstatebridge.org/library**

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Thank you!

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https://www.interstatebridge.org