



Welcome

Bienvenida

欢迎

Добро пожаловать

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chào mừng

歡迎

soo dhawow

어서 오십시오



Hayden Island / Marine Drive Community Working Group

December 7, 2021

Closed Captions in English and Spanish

English closed captions are available within Zoom and YouTube.

Users can follow this link to view both English and Spanish captions in a separate browser window:

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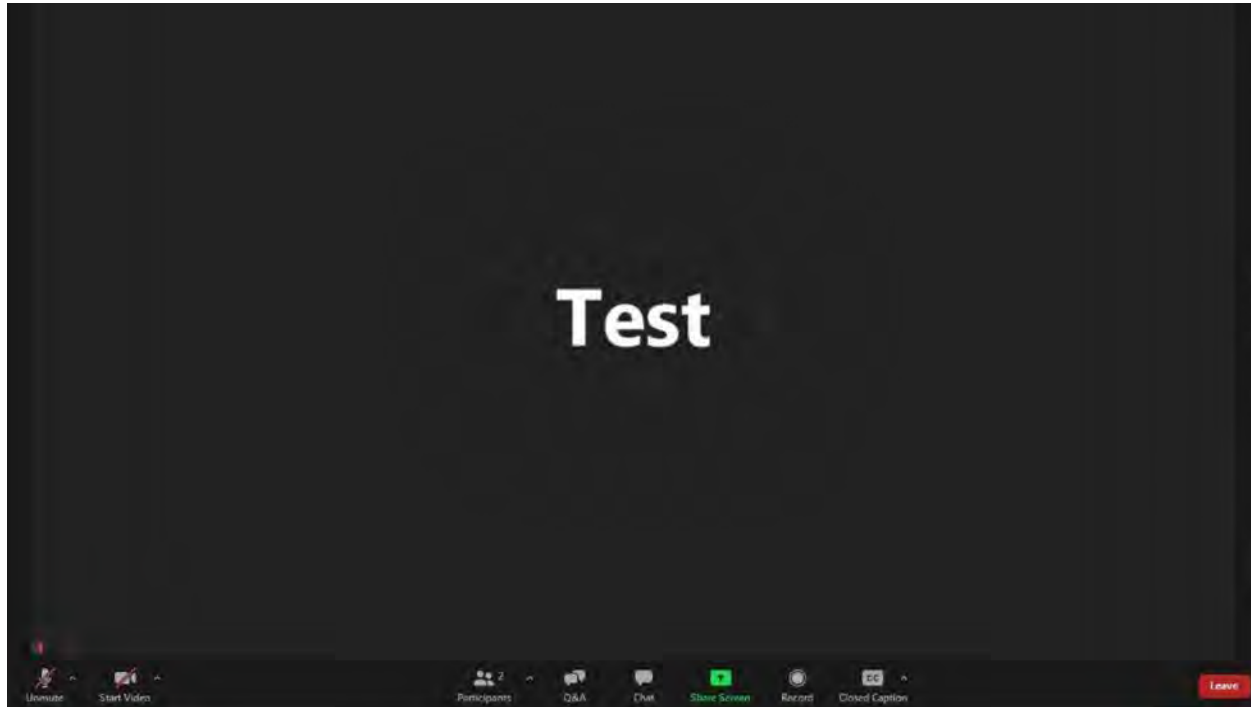
Subtítulos disponible en Inglés y Español

Los subtítulos en Inglés están disponibles en Zoom y YouTube.

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ibr.news/captions

How to access closed captions



1. At the bottom middle of your screen you should see a menu of options. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Then click on the “CC” icon and a separate window with captions will appear.



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**

Agenda

- ▶ Introductions/icebreaker, meeting agreements and goals, review Community Working Group framework and roles
- ▶ Overview of preliminary design options
- ▶ Interactive session and polling
- ▶ Review other ways to engage

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

Community Working Group Member Introductions

- ▶ Name, affiliation
- ▶ If you were an element of the IBR project, what element would you be? (e.g. bridge, mainline, arterial, transit, interchange, public art, radar gun, etc.)

Your IBR Team

- ▶ Group Facilitator
- ▶ IBR Technical Leads

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.

- ▶ **Hayden Island & Marine Drive:** Provide feedback on Hayden Island and Marine Drive interchanges and connections to the Interstate Bridge, including potential design concepts.
- ▶ 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



Program Overview

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-to-Mid 2022

- Collaborate with partners and stakeholders to develop and refine the IBR multimodal solution

Changes in the Program Area

In the years since the previous planning efforts, the baseline conditions, regulatory and policy context, and community priorities have changed.

These changes include:

- ▶ Regional, state, and local equity policies and priorities
- ▶ Regional, state, and local climate goals and priorities
- ▶ Oregon tolling/congestion pricing programs being studied
- ▶ Demographics along the I-5 corridor and nearby neighborhoods
- ▶ COVID-19 impacts on transportation
- ▶ Environmental regulations
- ▶ Expanded transit service in the corridor (i.e., VINE BRT and bus-on-shoulder on I-5 in Vancouver)
- ▶ Current Regional Transportation Plans and City Comprehensive Plans
- ▶ Updates to USACE, USCG and FAA requirements
- ▶ Land use policies, planned development, and zoning changes
- ▶ Federal transit funding requirements
- ▶ Freight/industrial activity

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

At the Last Meeting

- ▶ **Your comments:**

- Dissatisfaction with current Marine Drive interchange accessing Hayden Island
- Existing heavy traffic conditions in the area
- Desire for a transit connection to Hayden Island and Marine Drive
- Difficult pedestrian access on Hayden Island

- ▶ **We asked you:**

- “In the moment, which concept do you lean toward, a full, half, or no interchange?”
- “In the moment, which interchange landing point concept do you lean toward?”
- “In the moment, which local access bridge concept do you lean towards?”

- ▶ **The most frequent response was “currently unsure”**

- ▶ **As a result, we are providing additional information for your consideration**



Overview of Preliminary Design Options

Brad Phillips, IBR Technical Lead

High Capacity Transit Overview

Light Rail Transit (LRT) currently operates in Portland, with the Yellow Line terminating at Expo Center, near the southern border of the program area. Bus Rapid Transit (BRT) currently operates in Vancouver as The Vine, with its southern-most stop located at Turtle Place in downtown Vancouver.

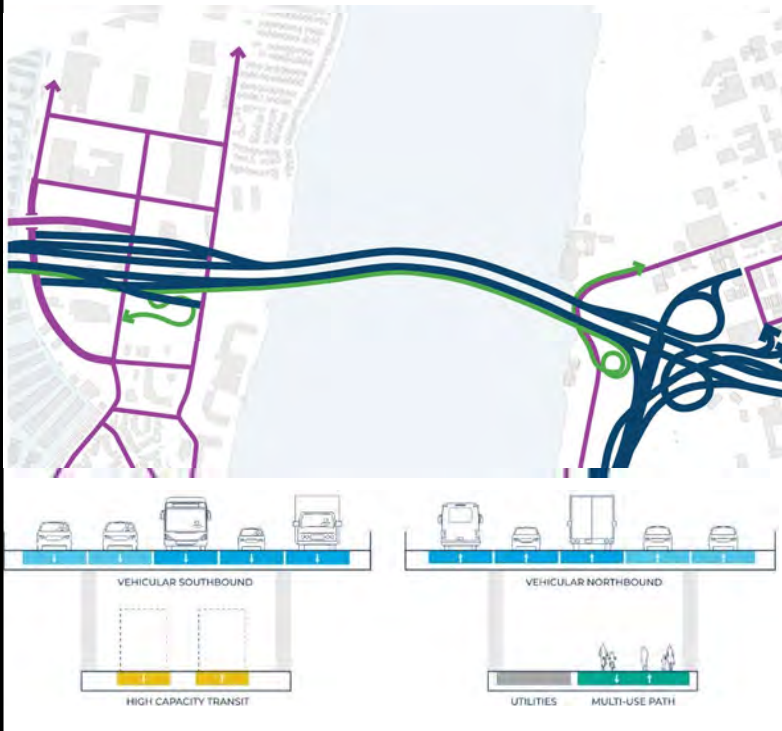
- ▶ **The IBR program is analyzing the following transit options:**
 - 4 potential Light Rail Transit (LRT) options
 - 3 potential Bus Rapid Transit (BRT) options
 - 1 Dedicated BRT and LRT to Hayden Island
 - 1 Bus on Shoulder (BOS) Option

Future design work, informed by data, partners, and the community will inform transit station details and specific locations, and Park & Ride locations and size.

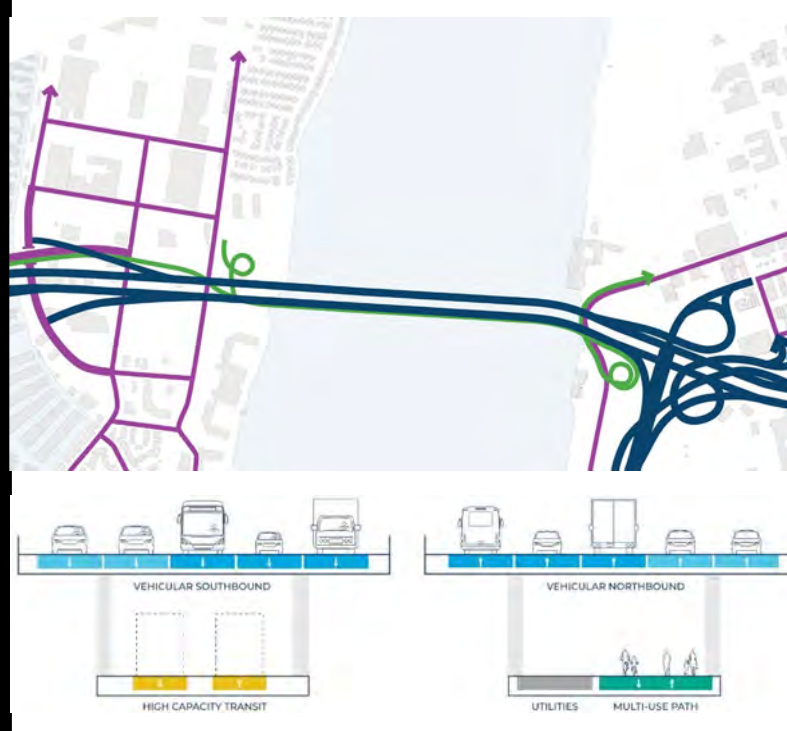
Bridge Crossing over the Columbia

- ▶ 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

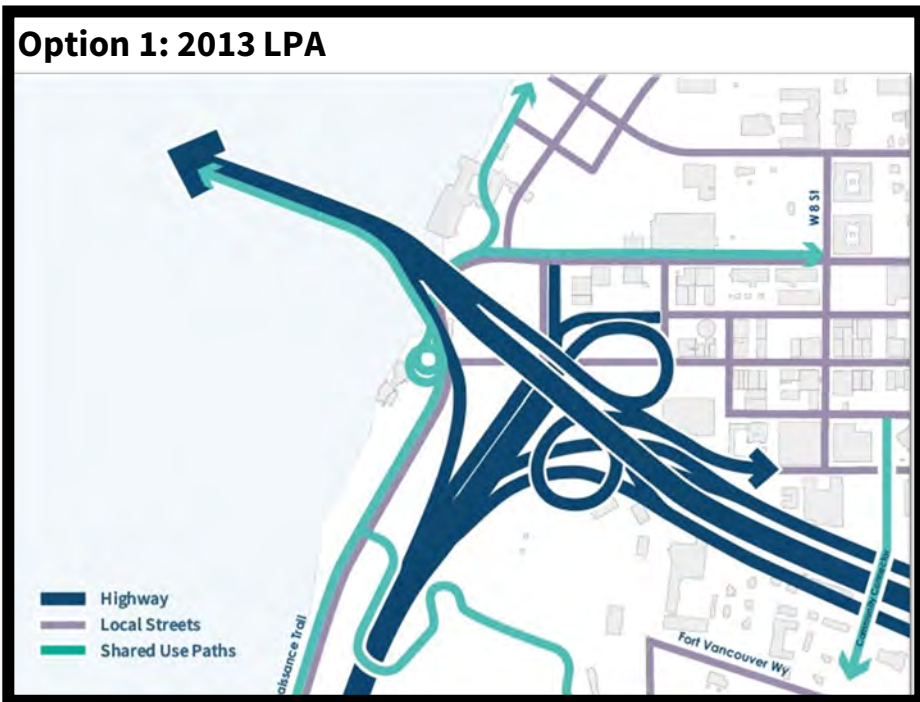


Option 3: Stacked Alignment



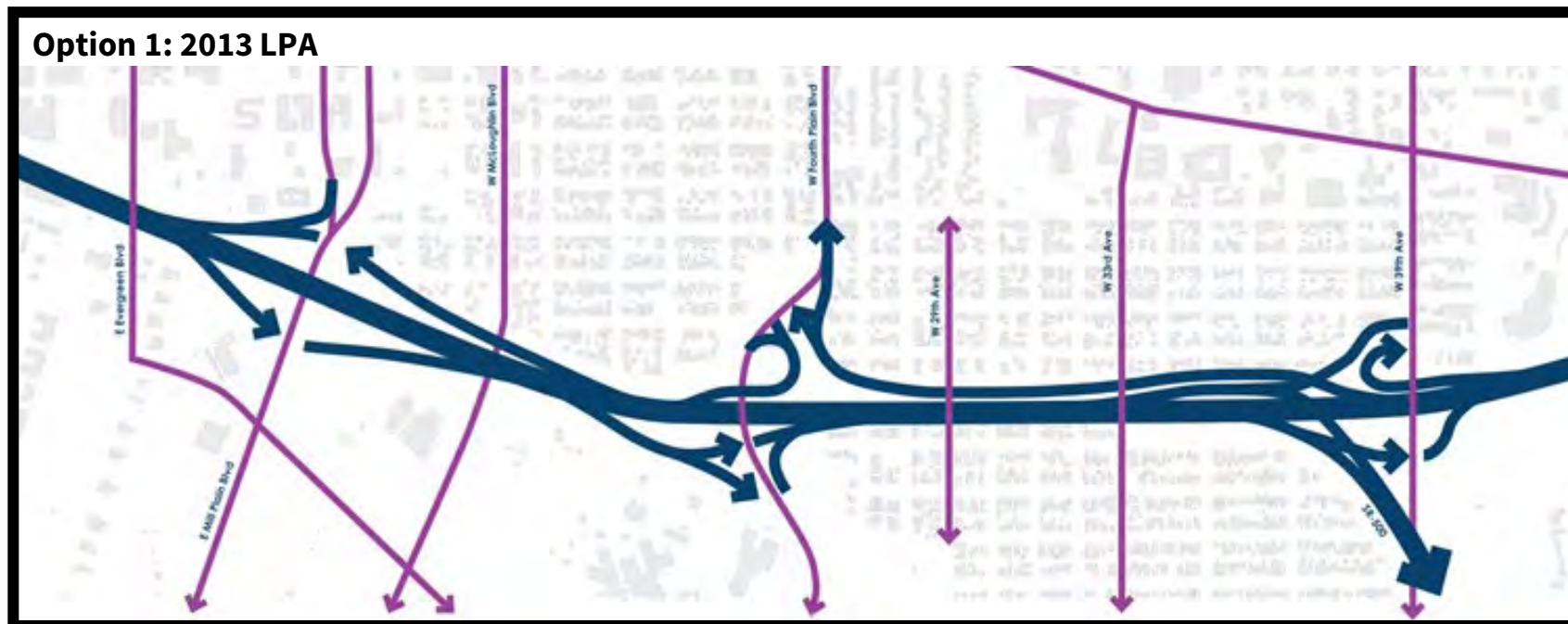
Downtown Vancouver

- ▶ 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



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

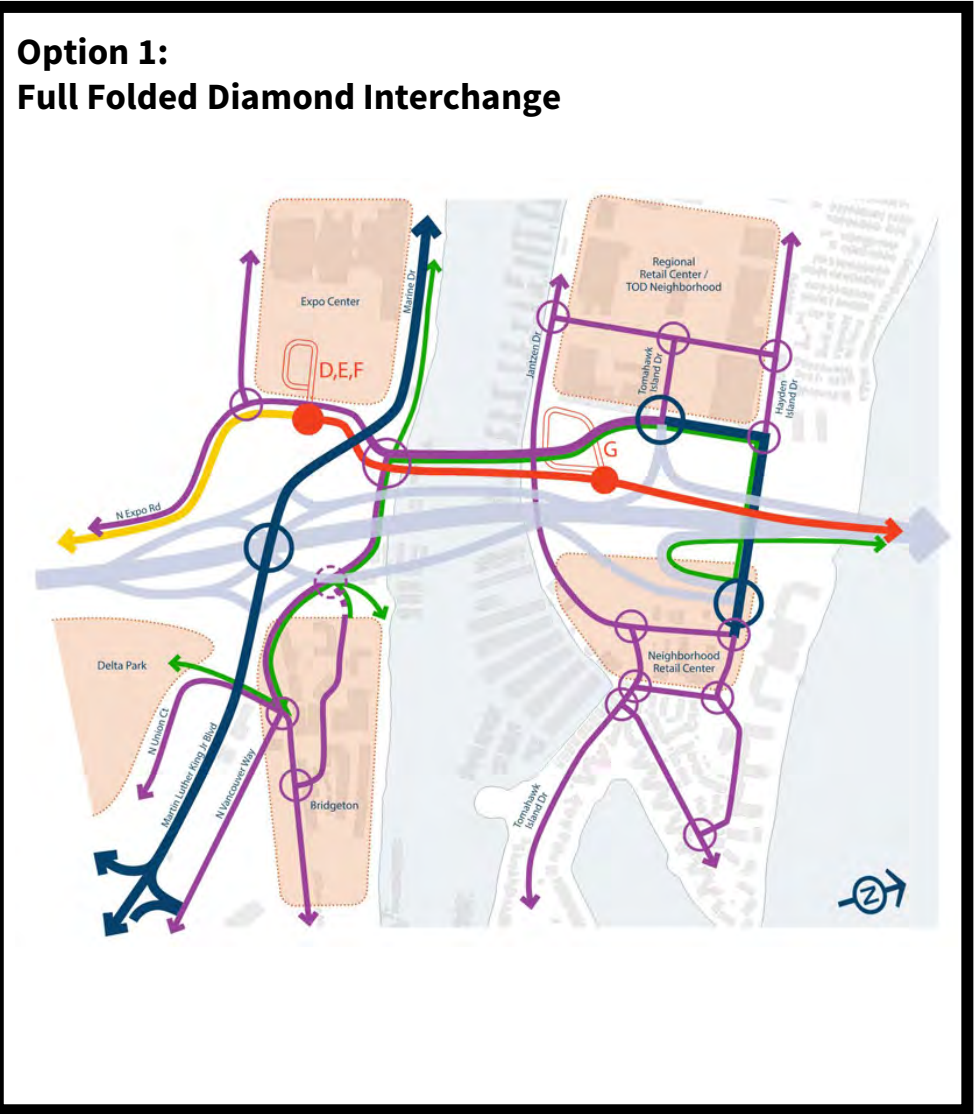


Hayden Island and Marine Drive Interchanges

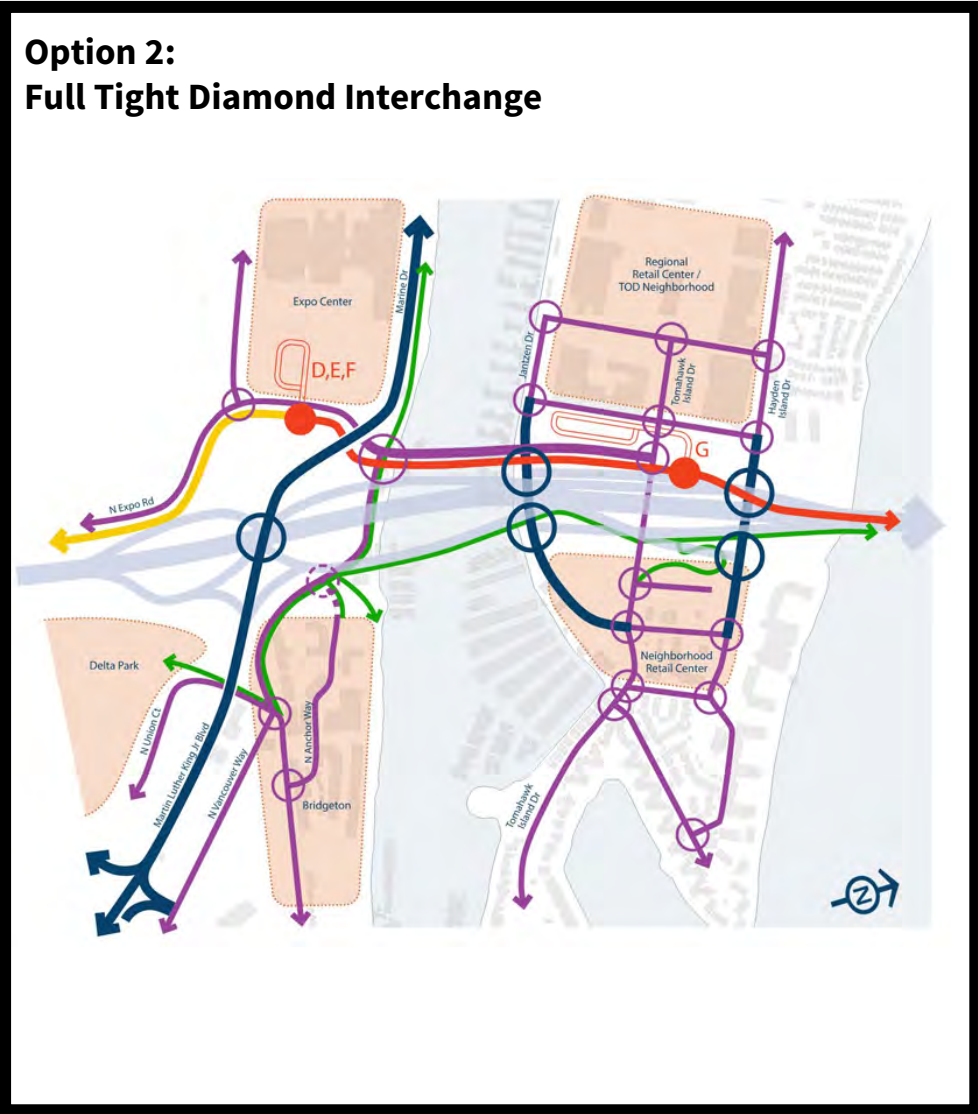
- ▶ Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- ▶ All options include replacing the North Portland Harbor Bridge
- ▶ Future design work, informed by community engagement, will develop details for connecting multi-use paths, with the intention to connect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

Hayden Island and Marine Drive Interchanges

**Option 1:
Full Folded Diamond Interchange**



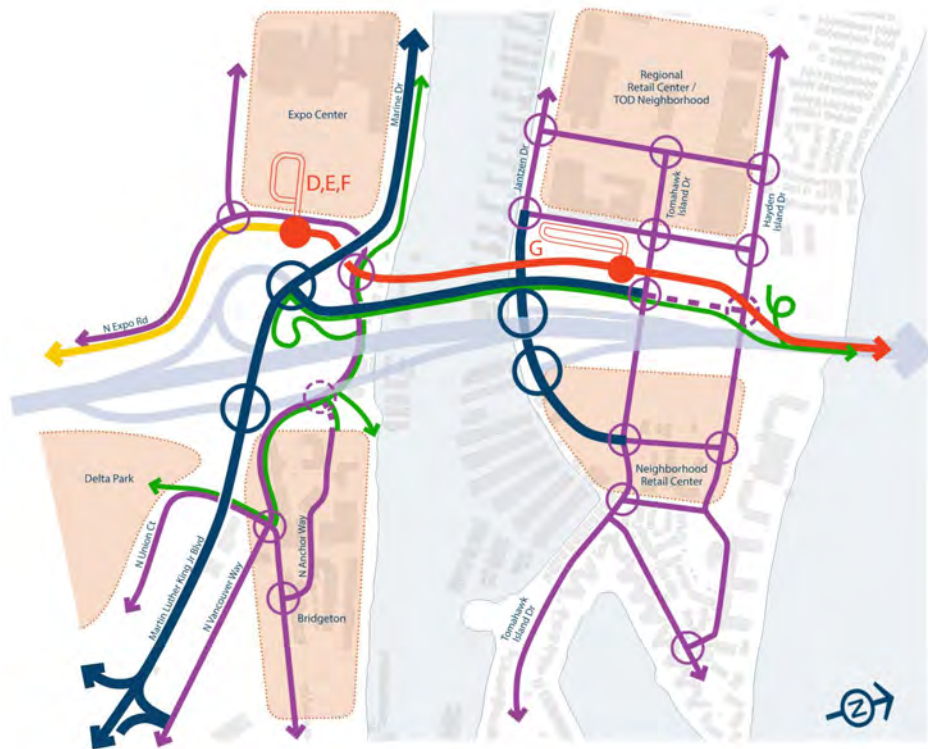
**Option 2:
Full Tight Diamond Interchange**



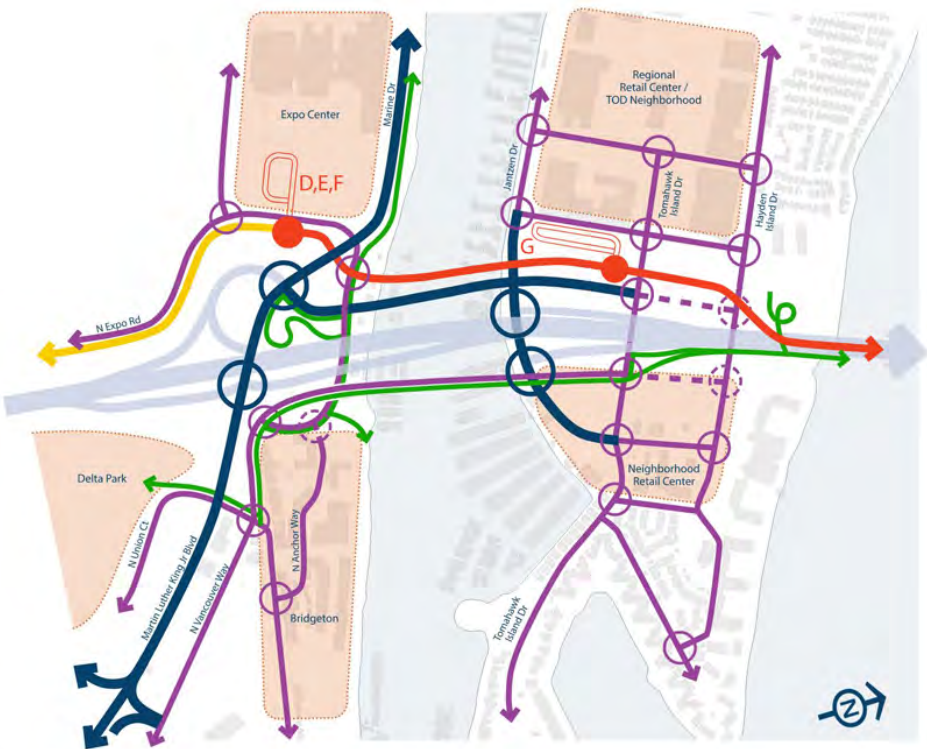
Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections.

Hayden Island and Marine Drive Interchanges

Option 3:
Half Interchange with West Arterial Bridge

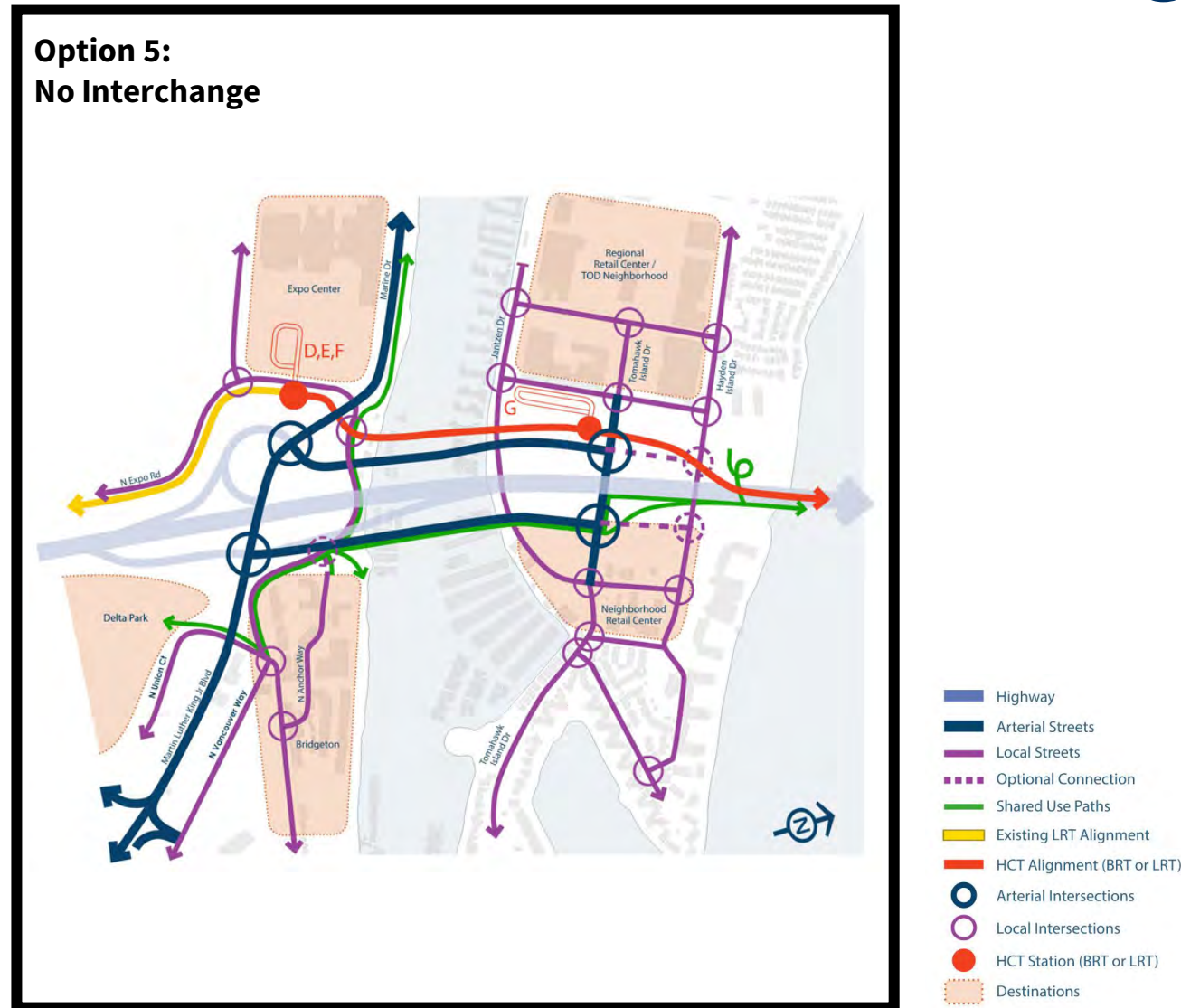


Option 4:
Half Interchange with West and East Arterial Bridges



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

Hayden Island and Marine Drive Interchanges



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



Questions?

MATRIX OF DESIGN OPTIONS	Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Existing Conditions		1 intersection	“Center Ave” & Hayden Island Dr.	I-5 NB I-5 SB	Hayden Island Dr. Jantzen Dr. Pier 99 St.	Narrow and indirect	Local bus service
Full Interchange	Option 1: Full Folded Diamond	1 intersection					
	Option 2: Full Tight Diamond	1 intersection					
Half Interchange	Option 3: Half with West Arterial Bridge	2 intersections					
	Option 4: Half with West and East Arterial Bridges	2 intersections					
No Interchange	Option 5: None	2 intersections					

Bold text = changes from existing conditions



Elements of the Five Options

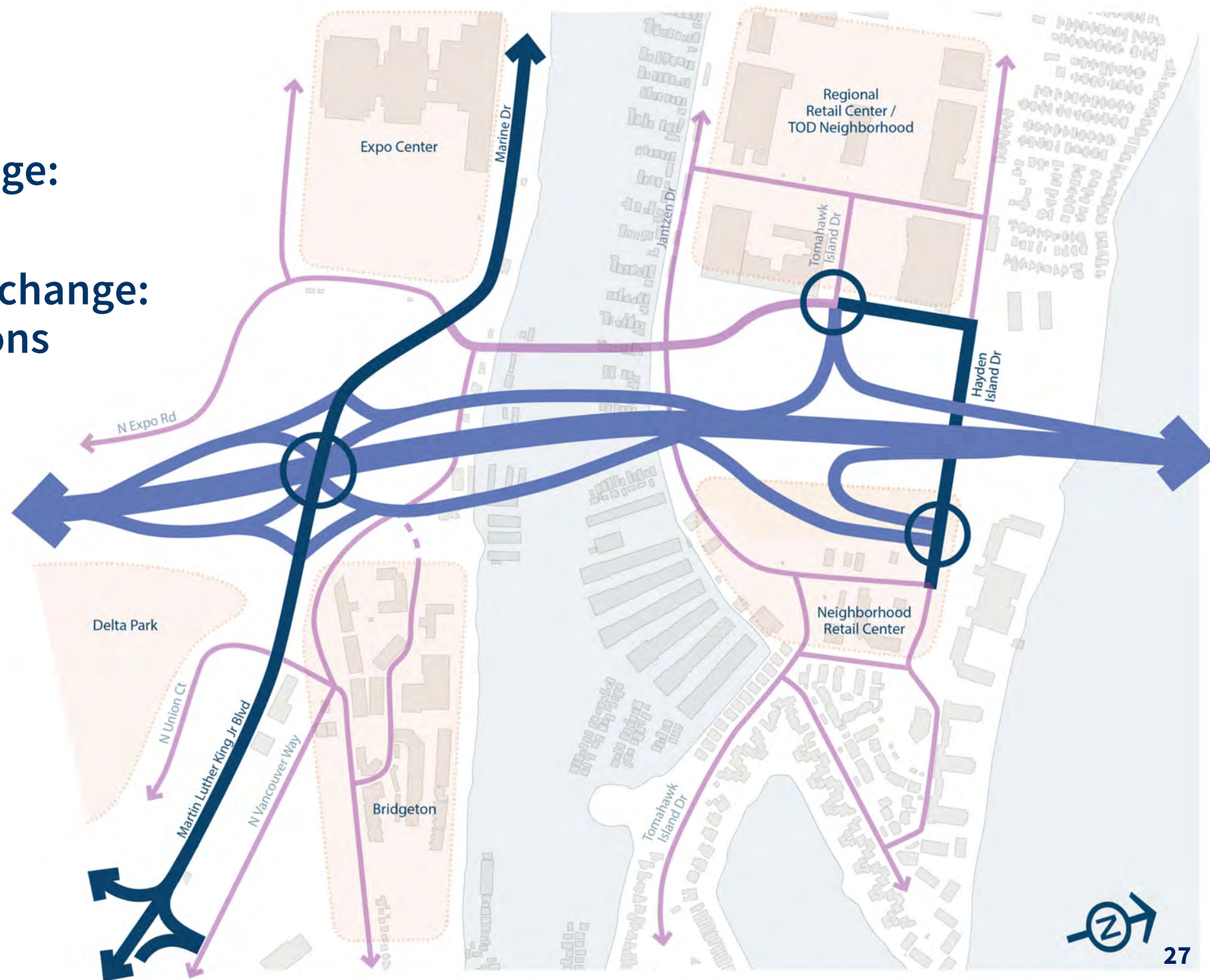
Tom Bennett, IBR Technical Lead

Option 1:

- ▶ A. Marine Dr Interchange:
of Intersections
- ▶ B. Hayden Island Interchange:
Location of Intersections

○ = Arterial Intersection

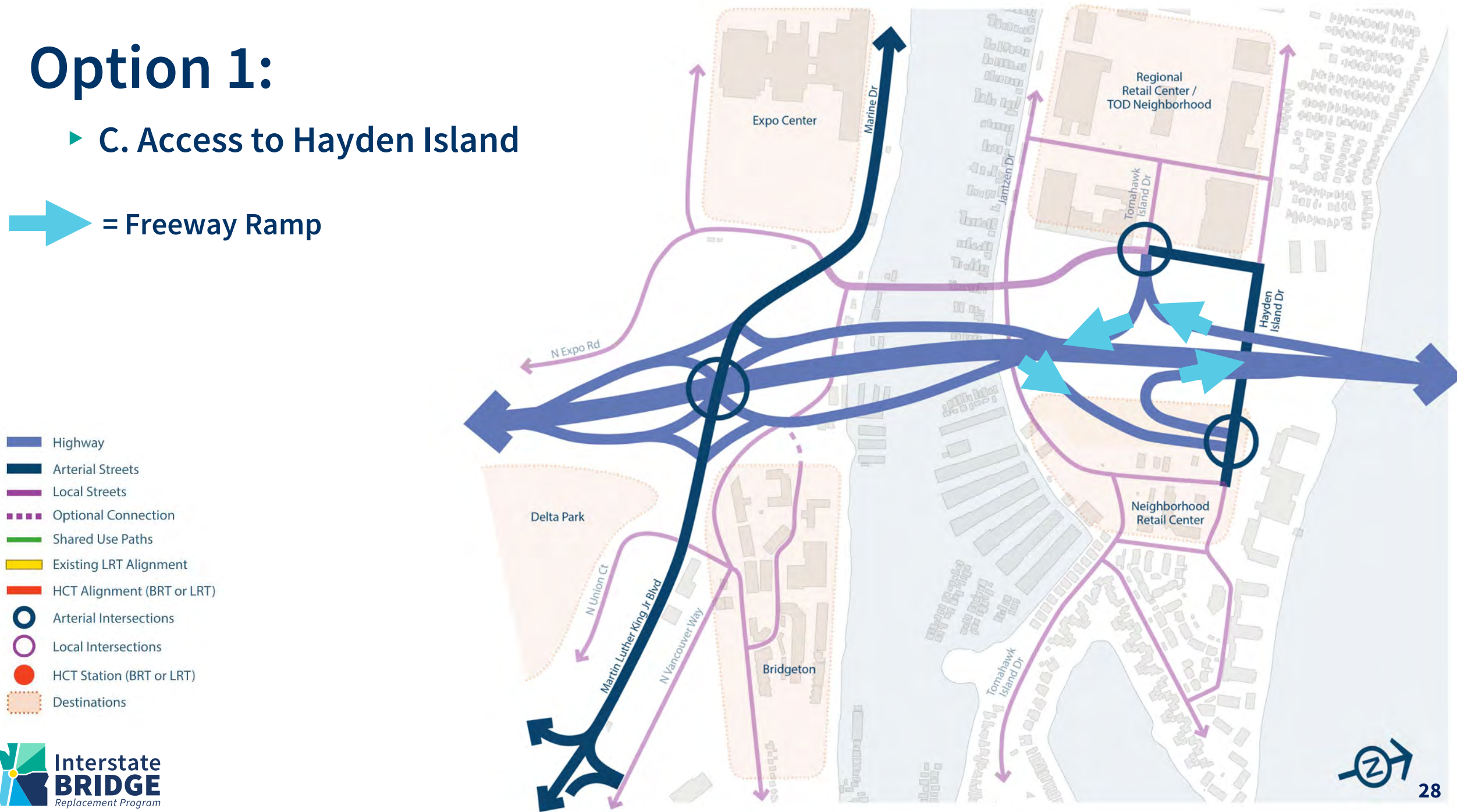
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- Optional Connection
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- HCT Alignment (BRT or LRT)
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- Destinations



Option 1:

► C. Access to Hayden Island

 = Freeway Ramp

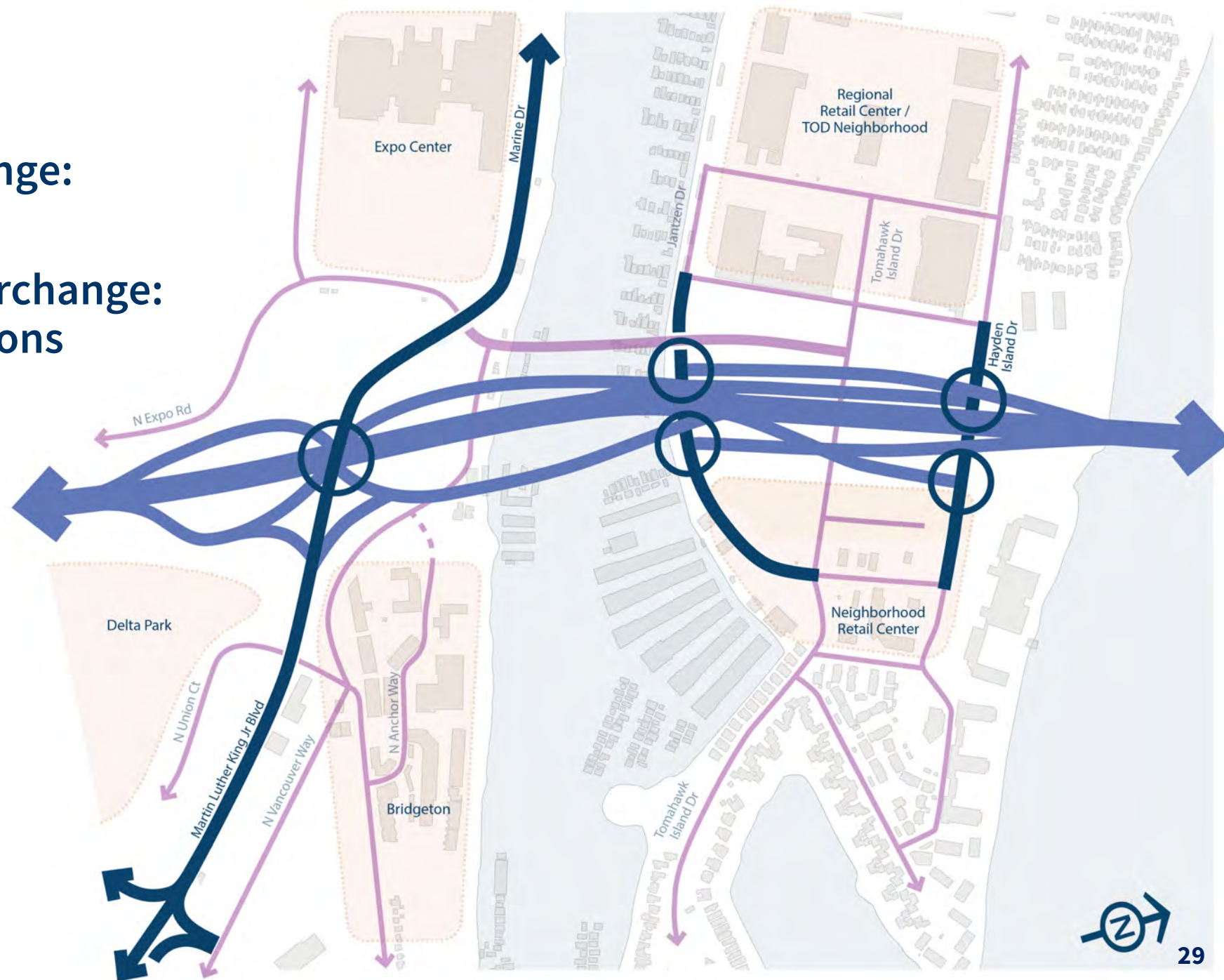


Option 2:

- ▶ A. Marine Dr Interchange:
of Intersections
- ▶ B. Hayden Island Interchange:
Location of Intersections

○ = Arterial Intersection

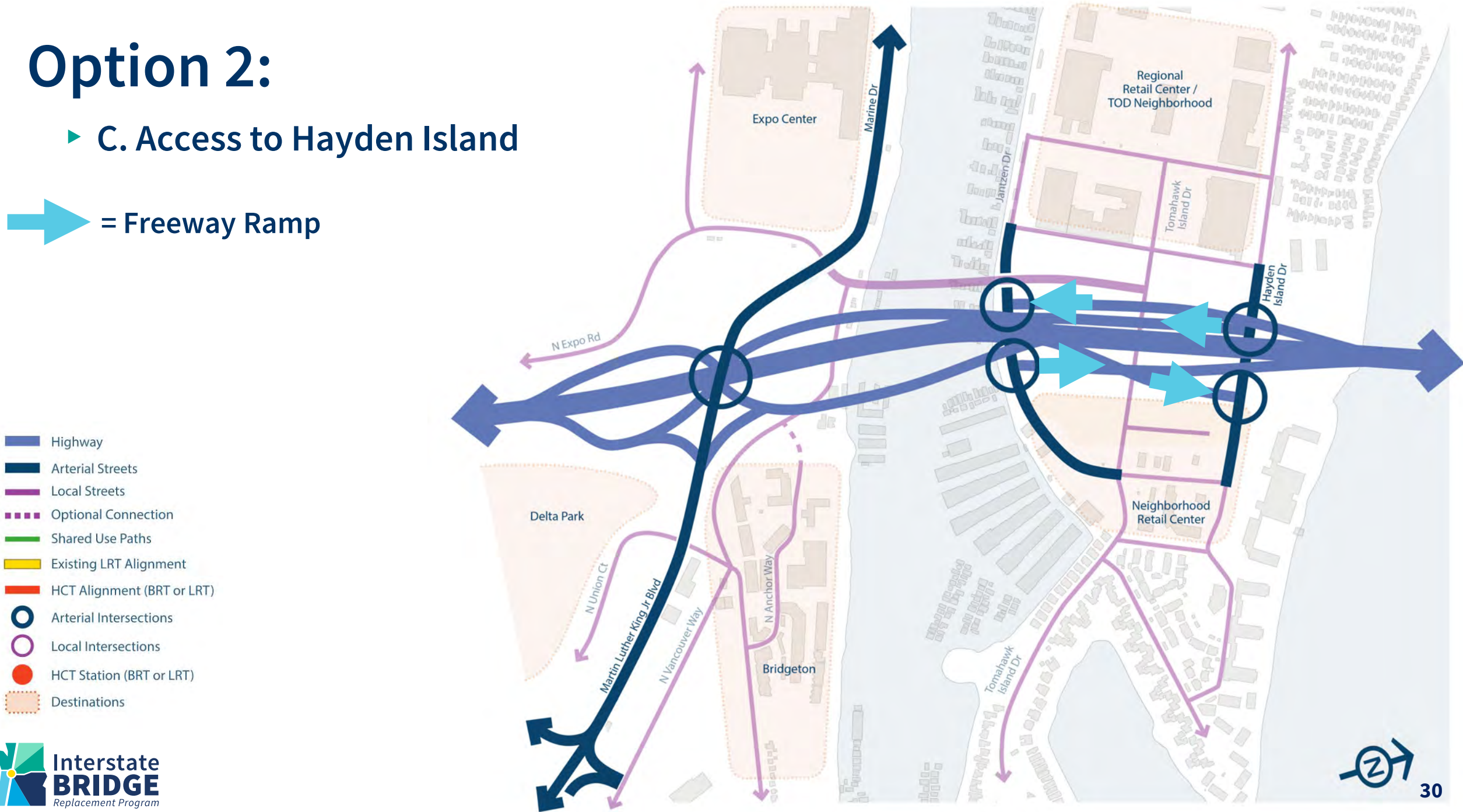
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Option 2:

► C. Access to Hayden Island

 = Freeway Ramp

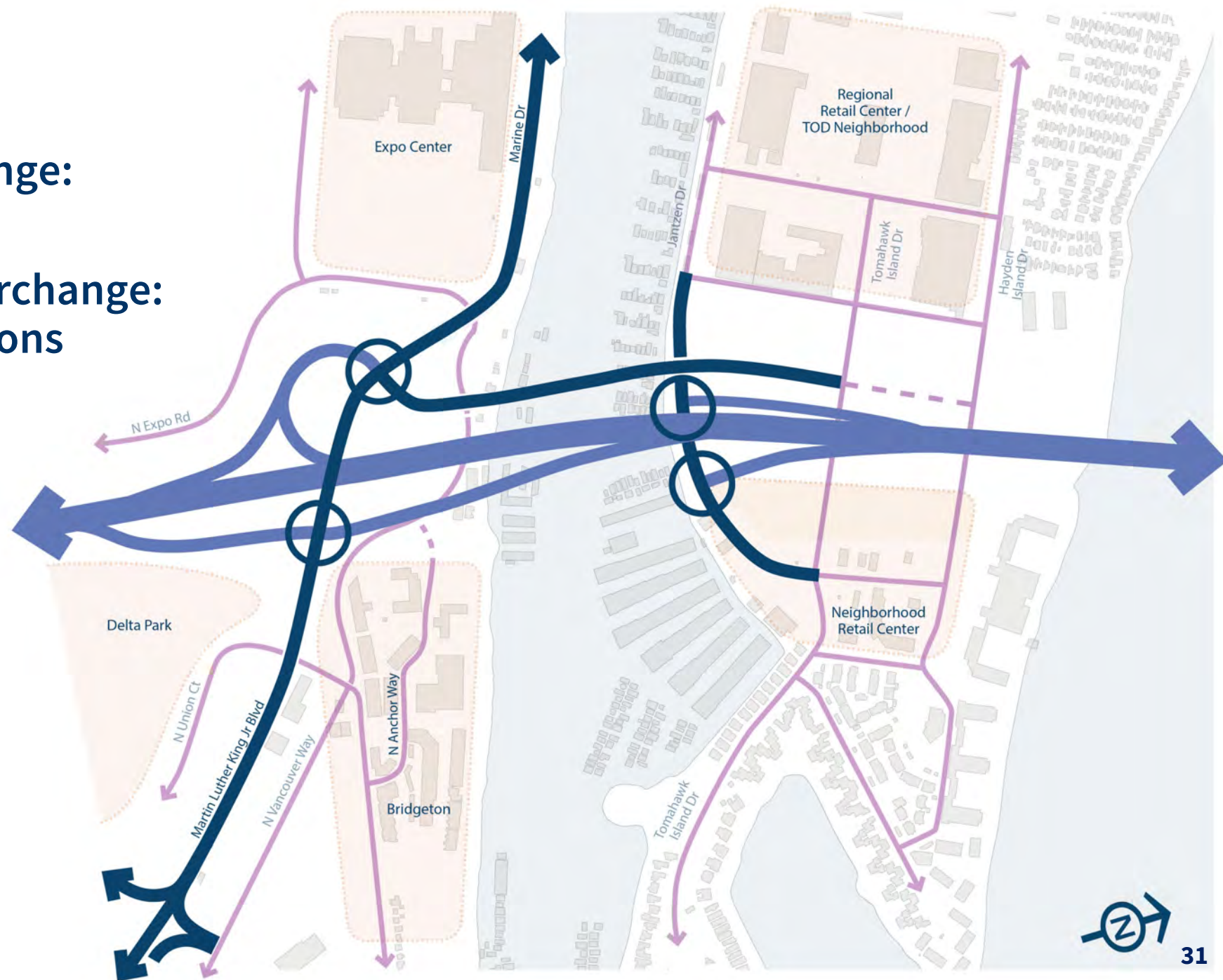


Option 3:

- ▶ A. Marine Dr Interchange:
of Intersections
- ▶ B. Hayden Island Interchange:
Location of Intersections

○ = Arterial Intersection







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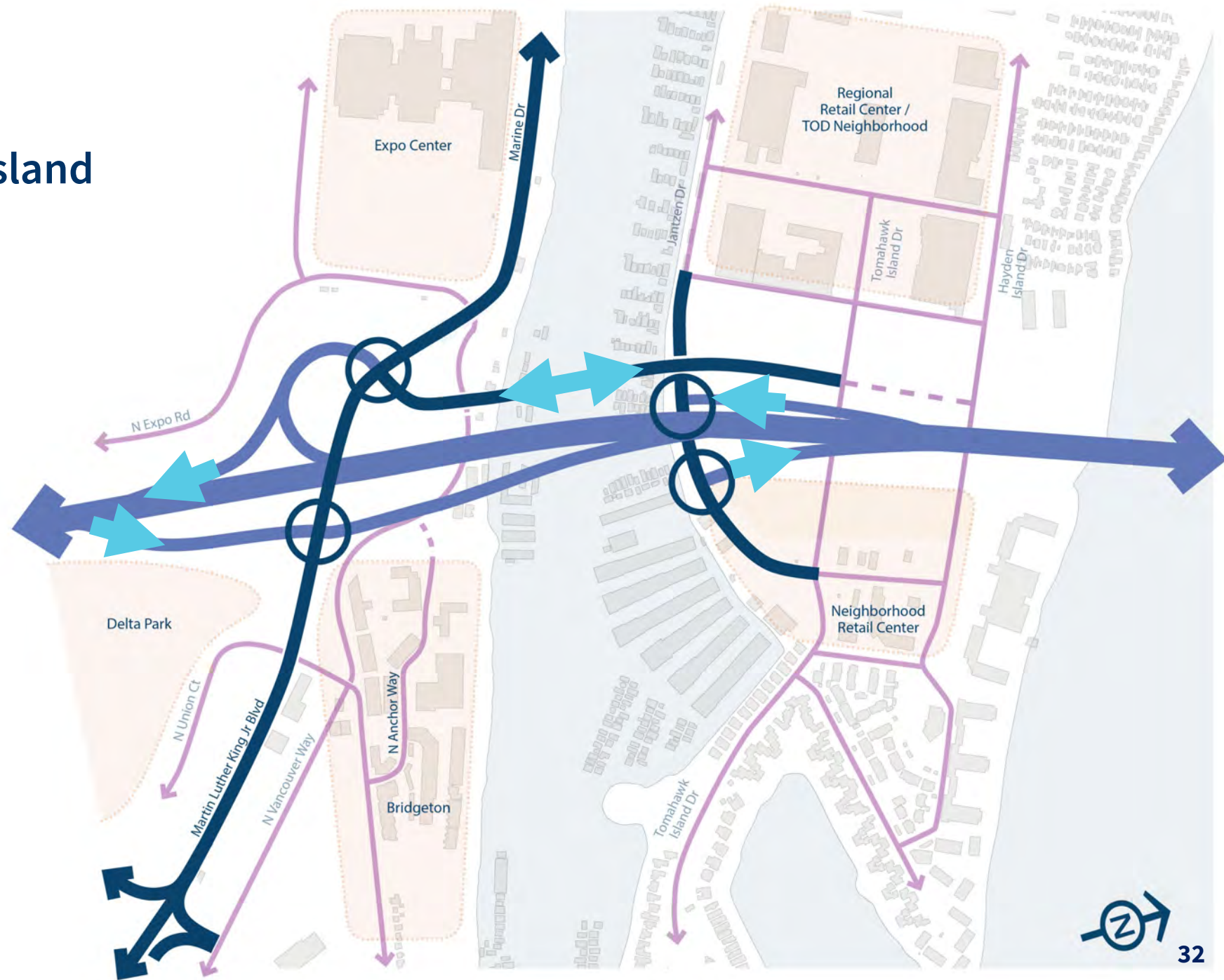


Option 3:

► C. Access to Hayden Island

 = Freeway Ramp

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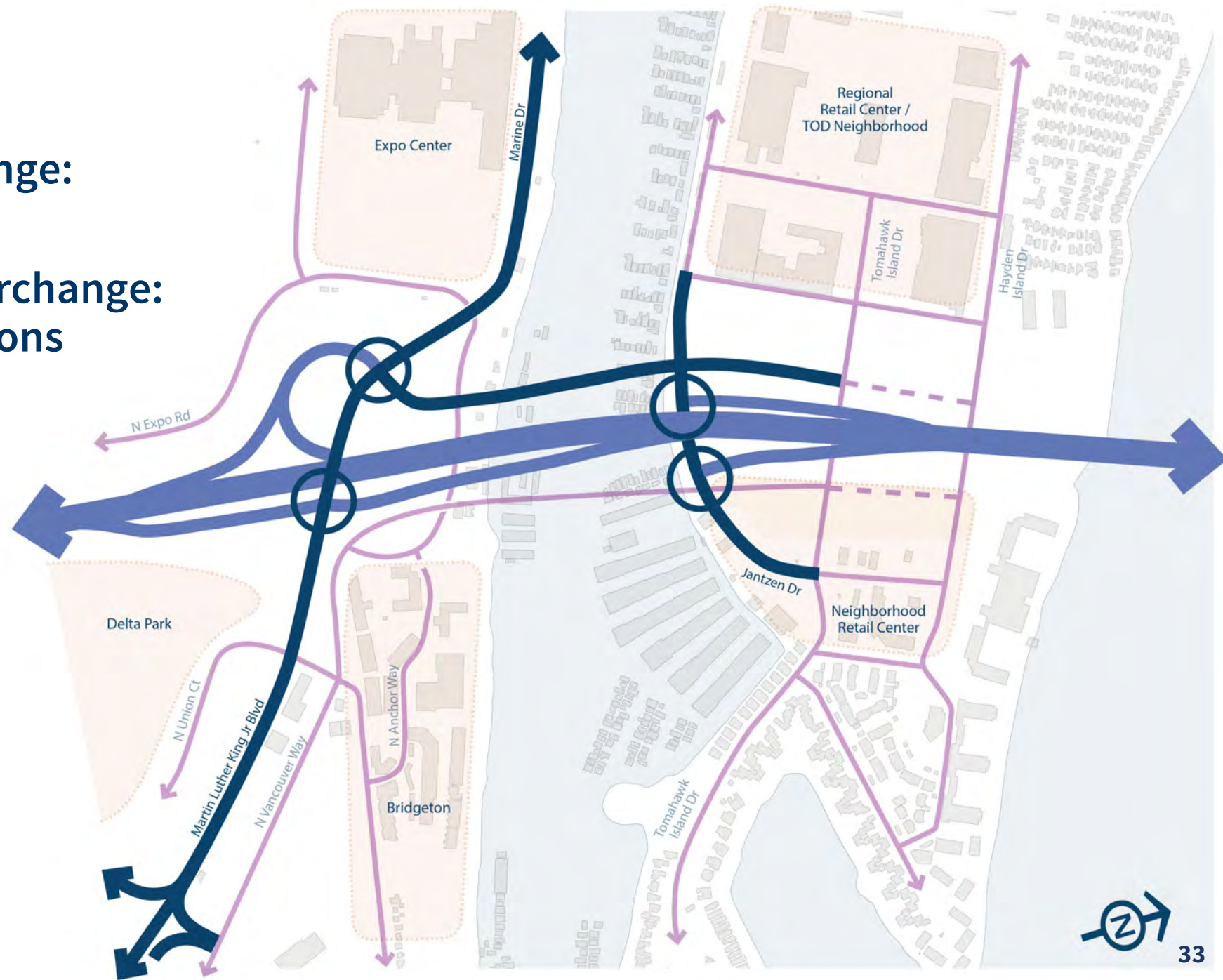


Option 4:

- ▶ A. Marine Dr Interchange: # of Intersections
- ▶ B. Hayden Island Interchange: Location of Intersections

○ = Arterial Intersection

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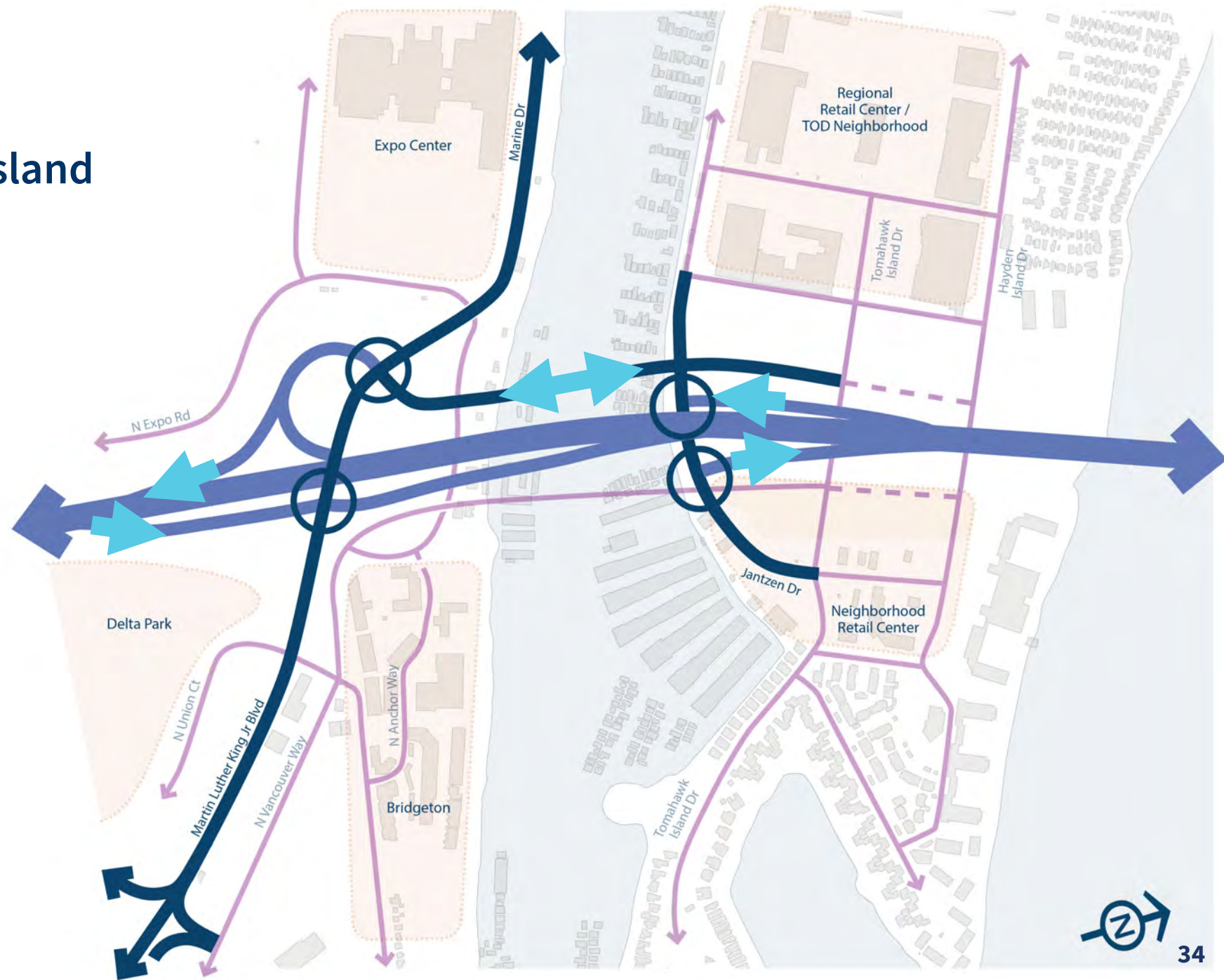


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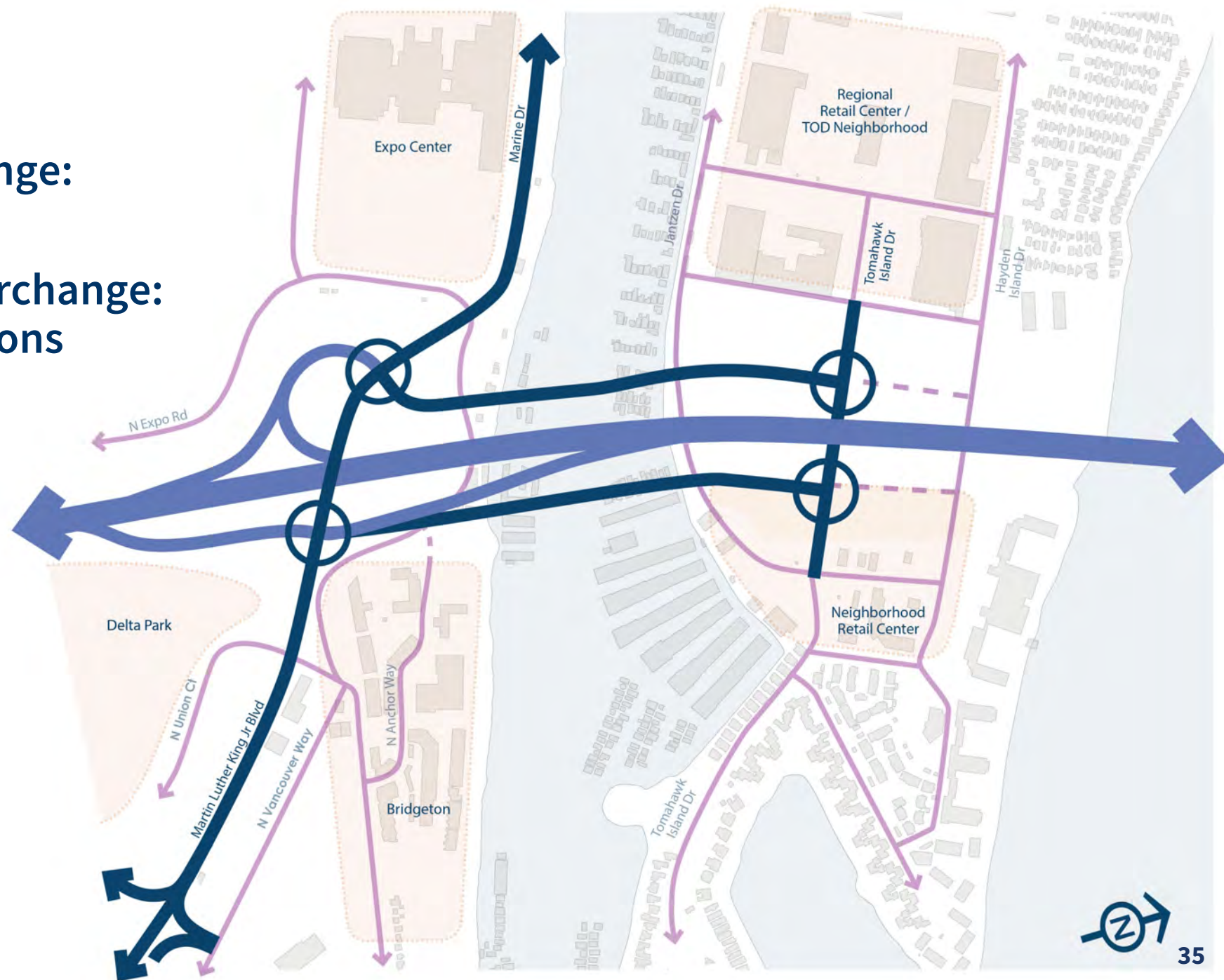


Option 5:

- ▶ A. Marine Dr Interchange:
of Intersections
- ▶ B. Hayden Island Interchange:
Location of Intersections

○ = Arterial Intersection

- Highway
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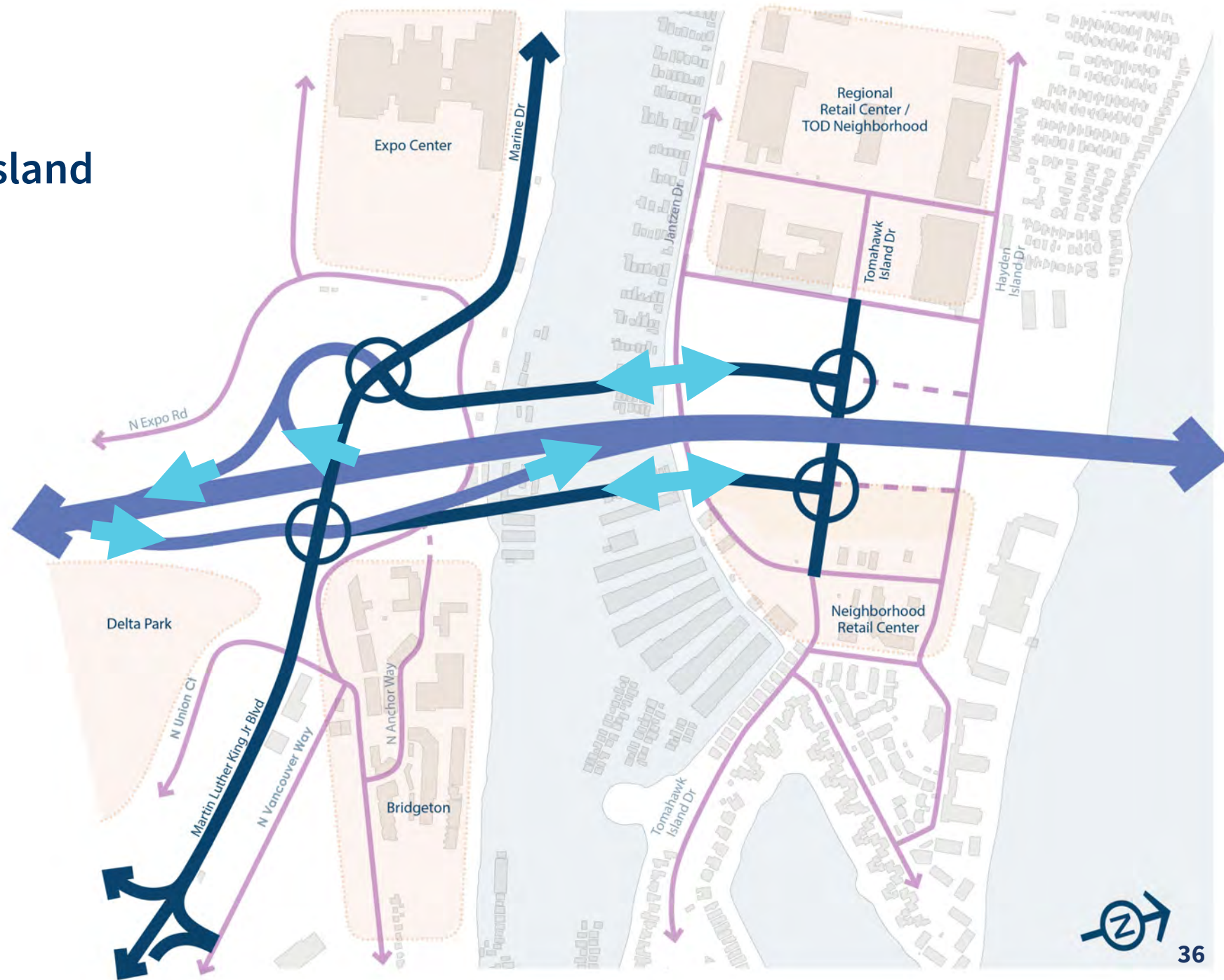


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► C. Access to Hayden Island

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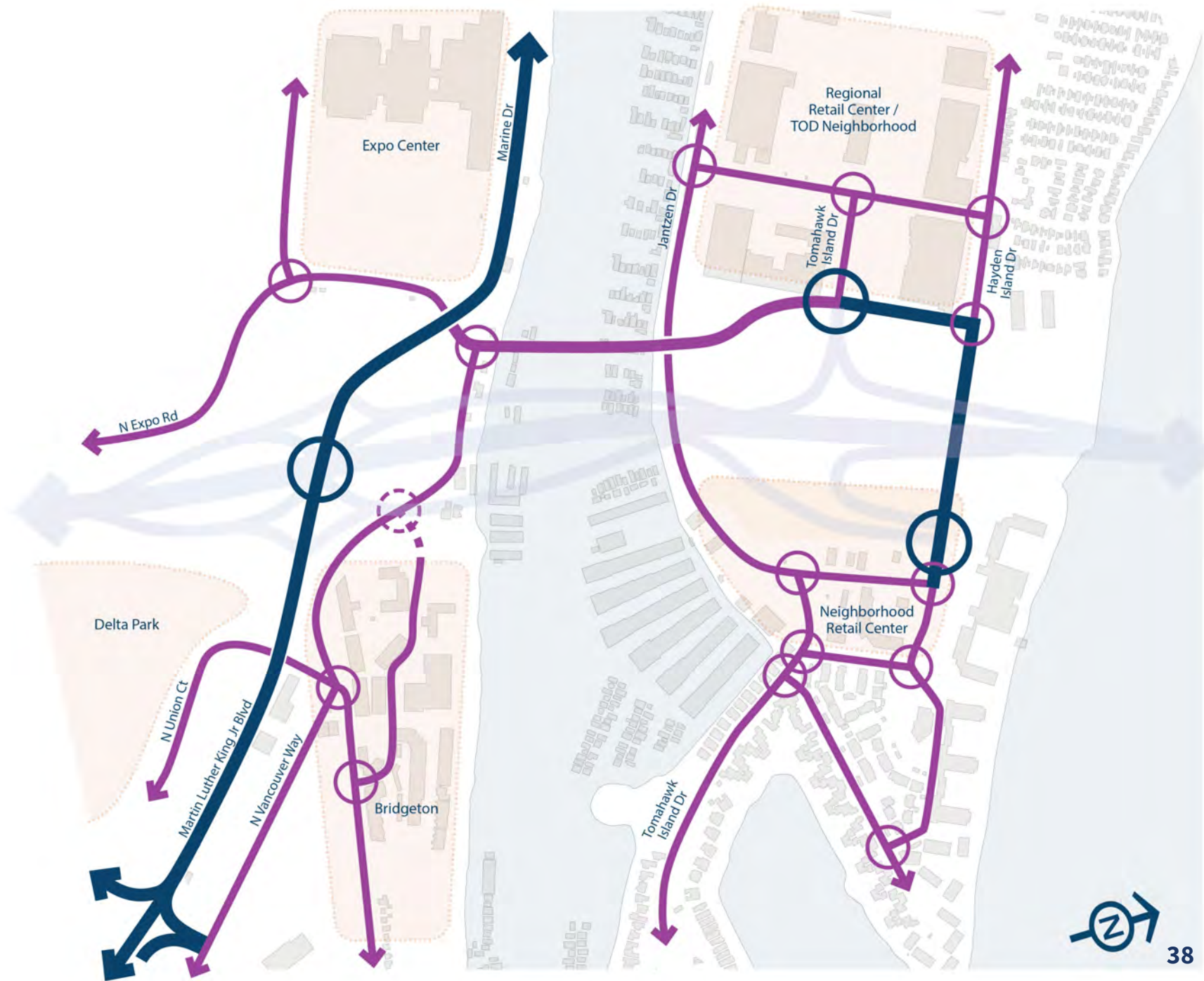
Questions?

Option 1:

► D. Local Connectivity

↔ = Local Streets

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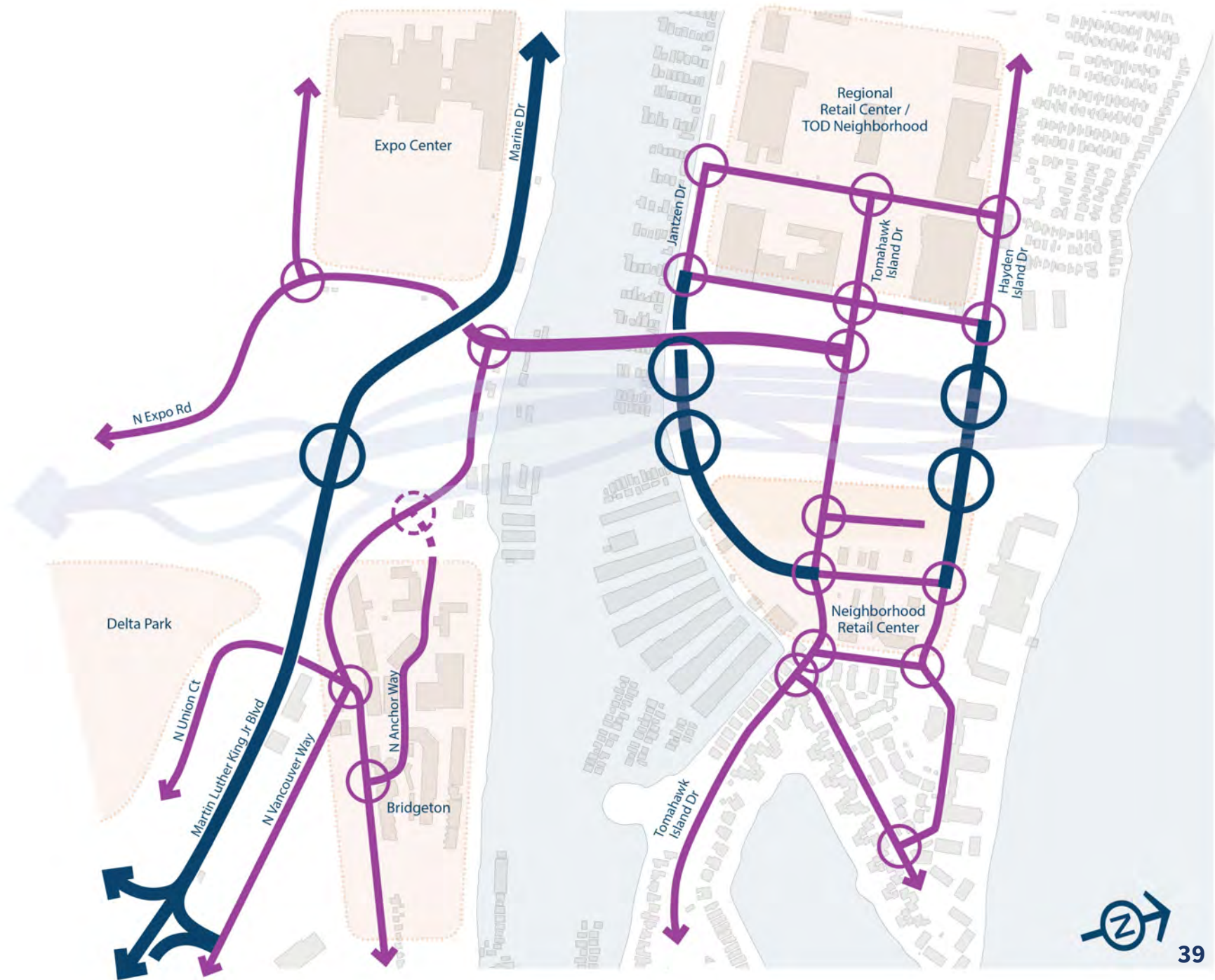


Option 2:

► D. Local Connectivity

↔ = Local Streets

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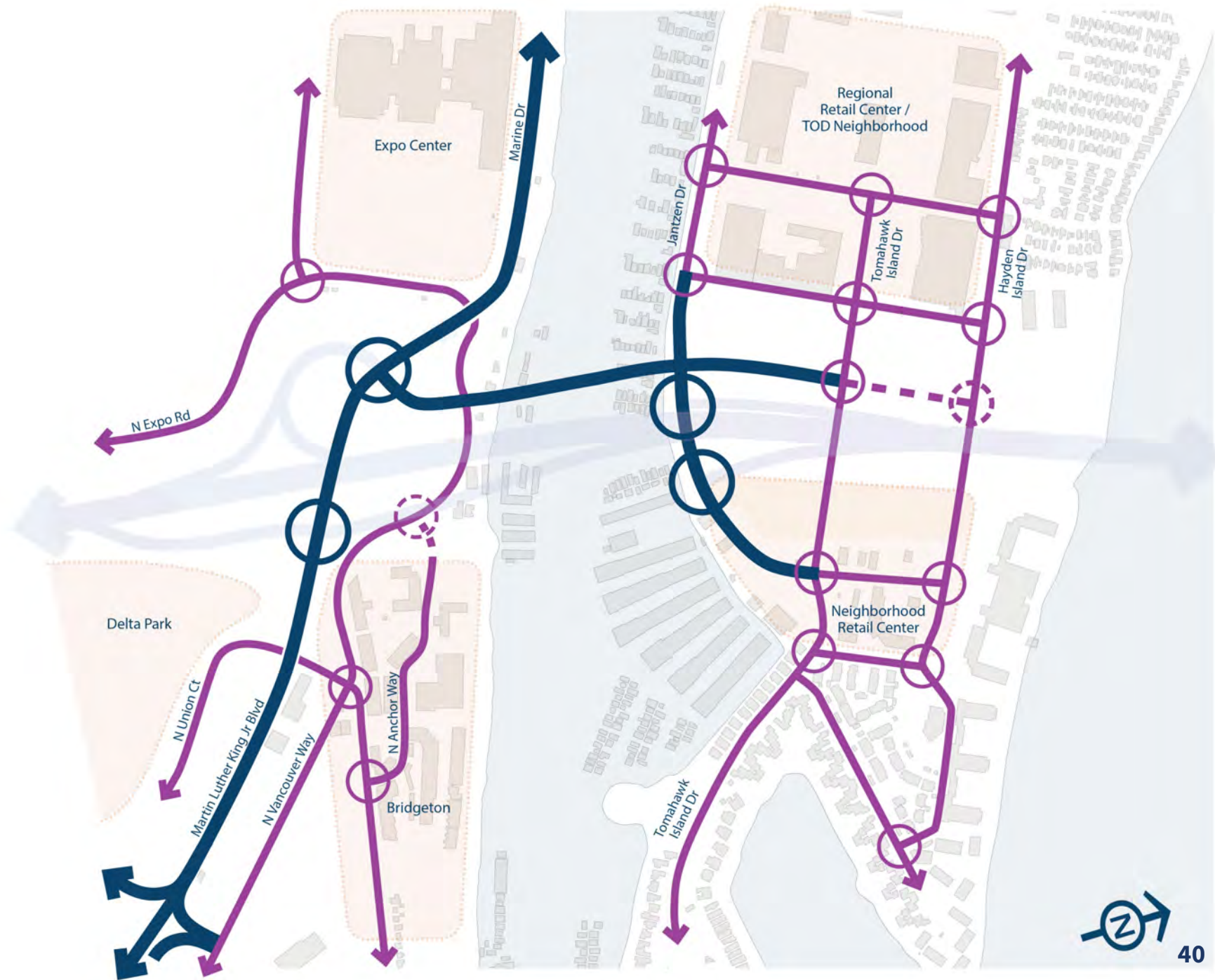


Option 3:

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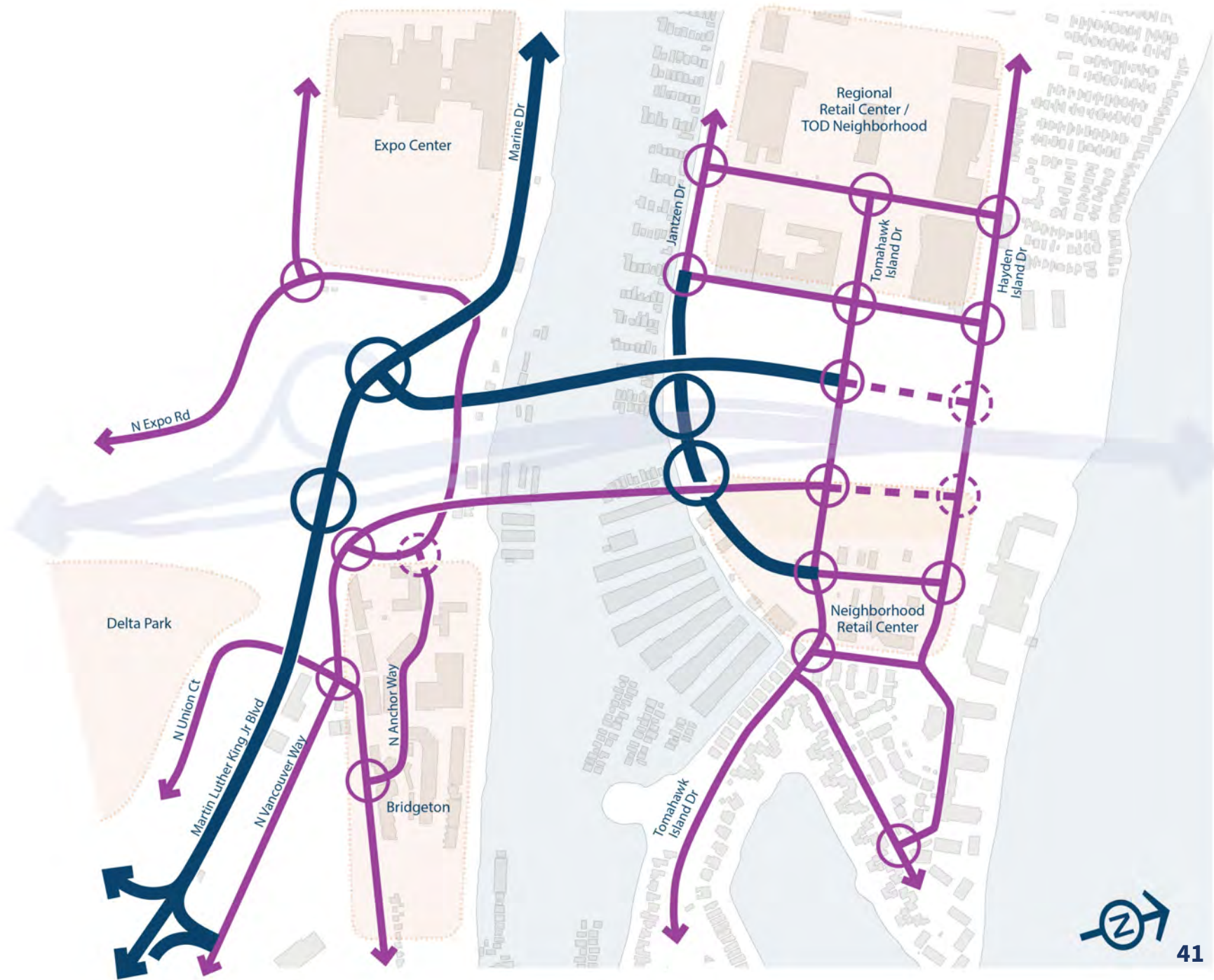


Option 4:

► D. Local Connectivity

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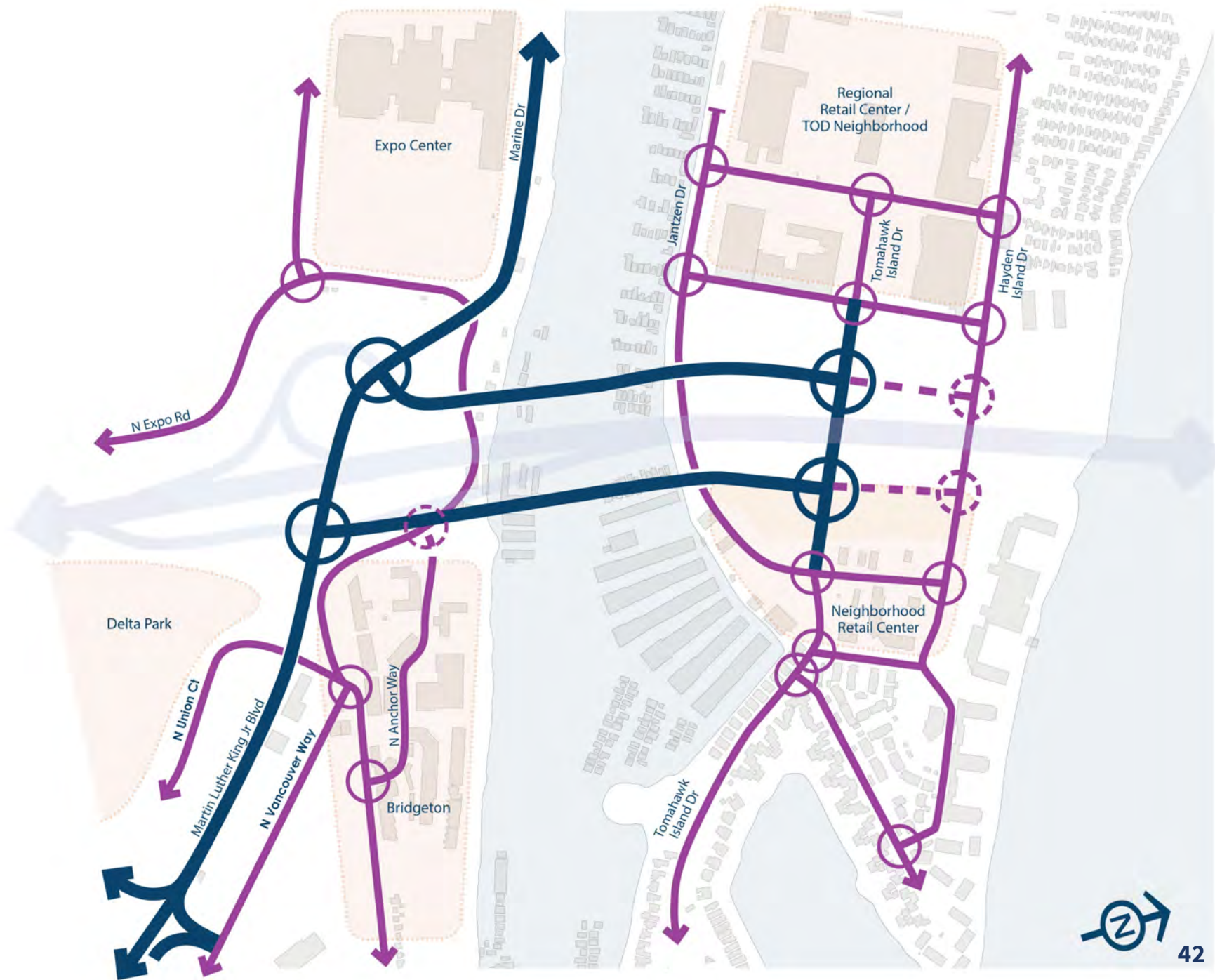


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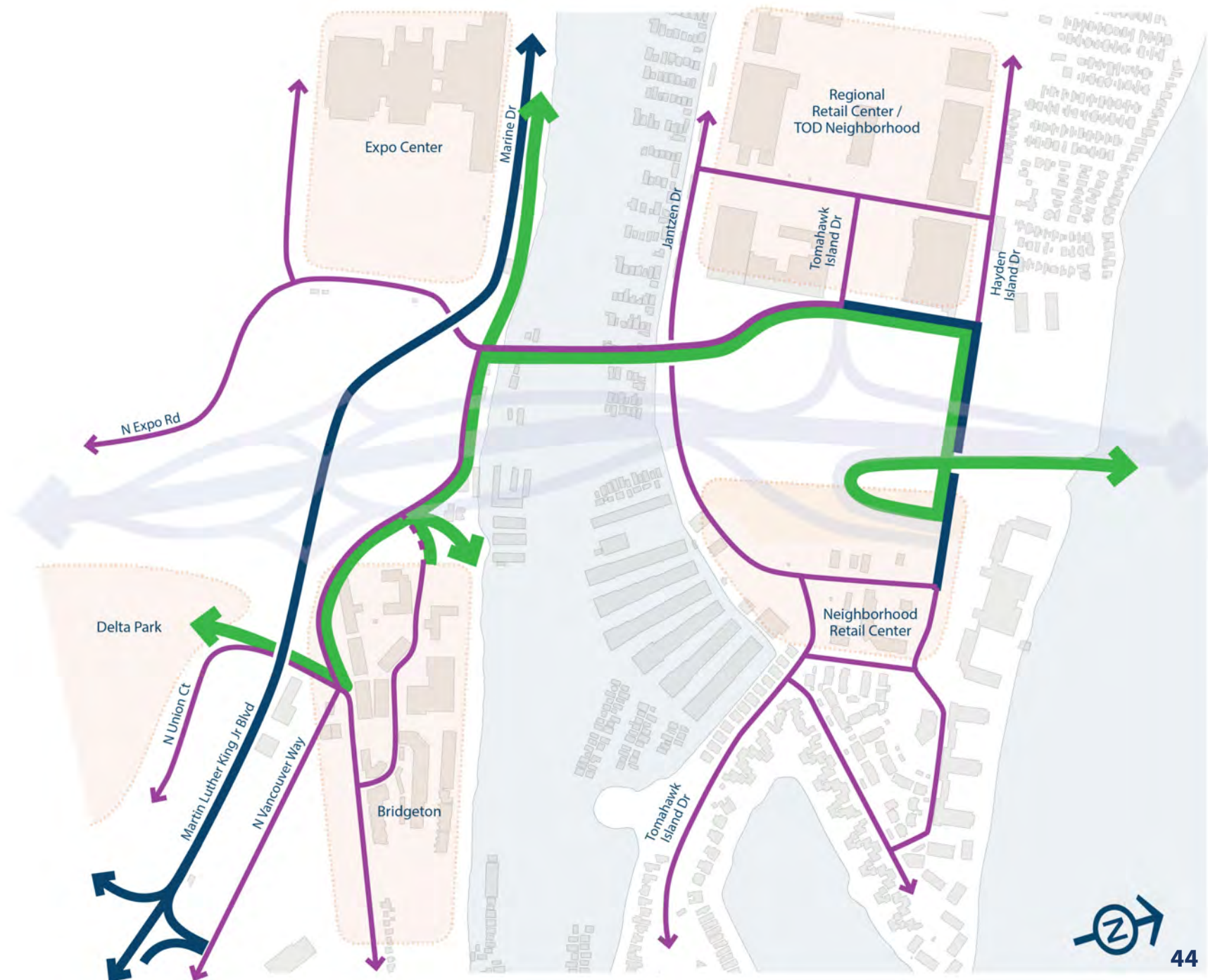
Questions?

Option 1:

► E. Shared Use Path

↔ = Shared Use Paths

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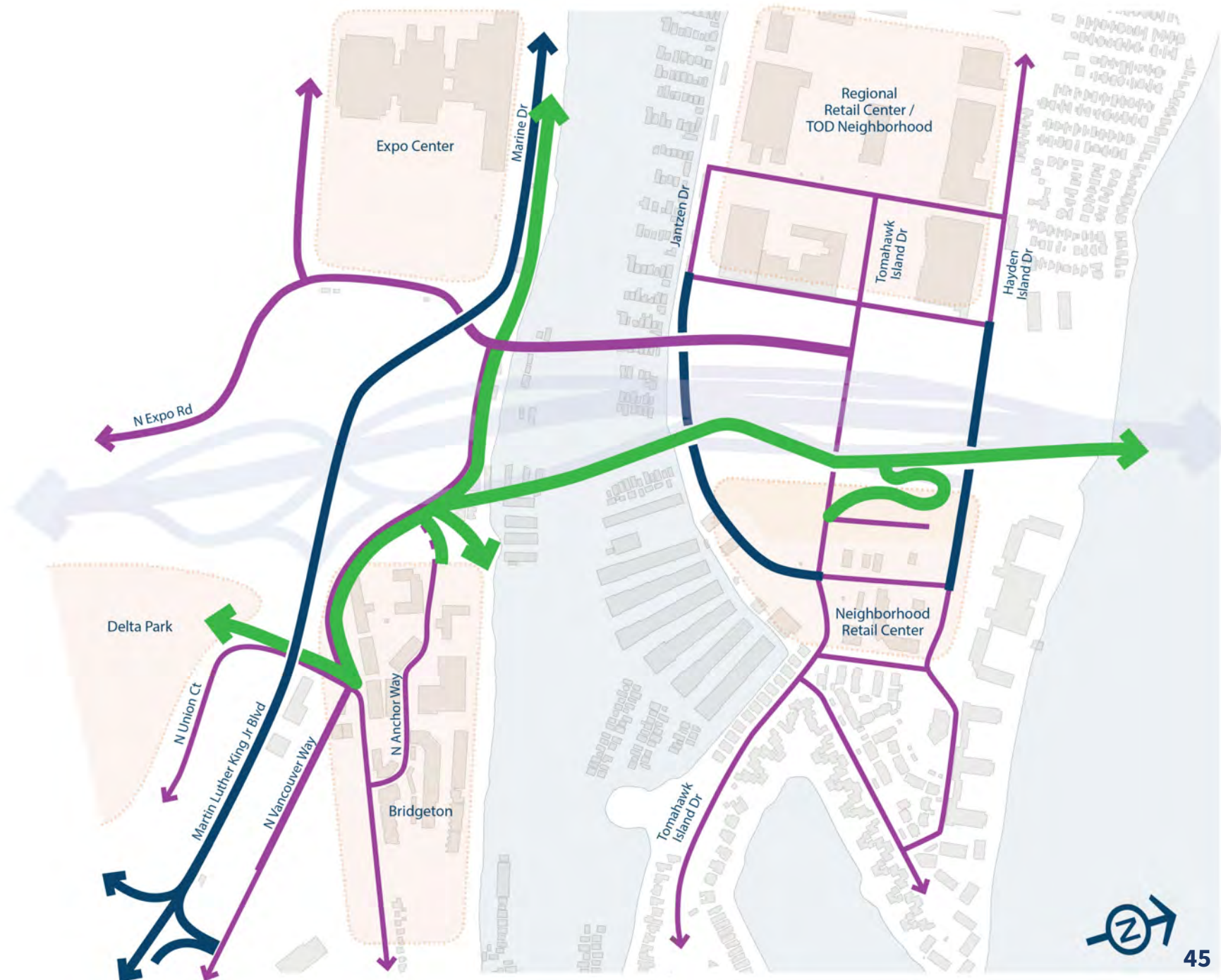


Option 2:

► E. Shared Use Path

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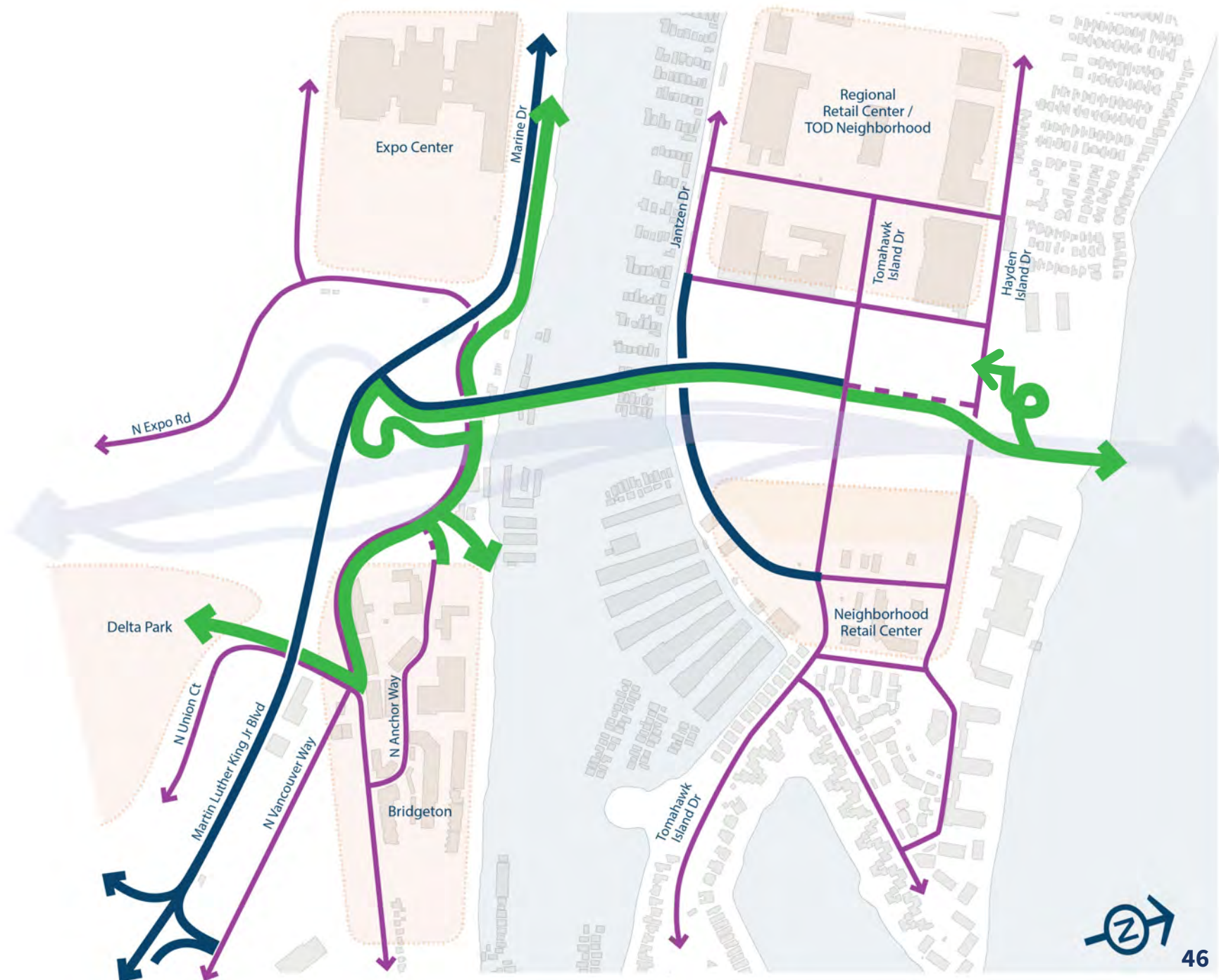


Option 3:

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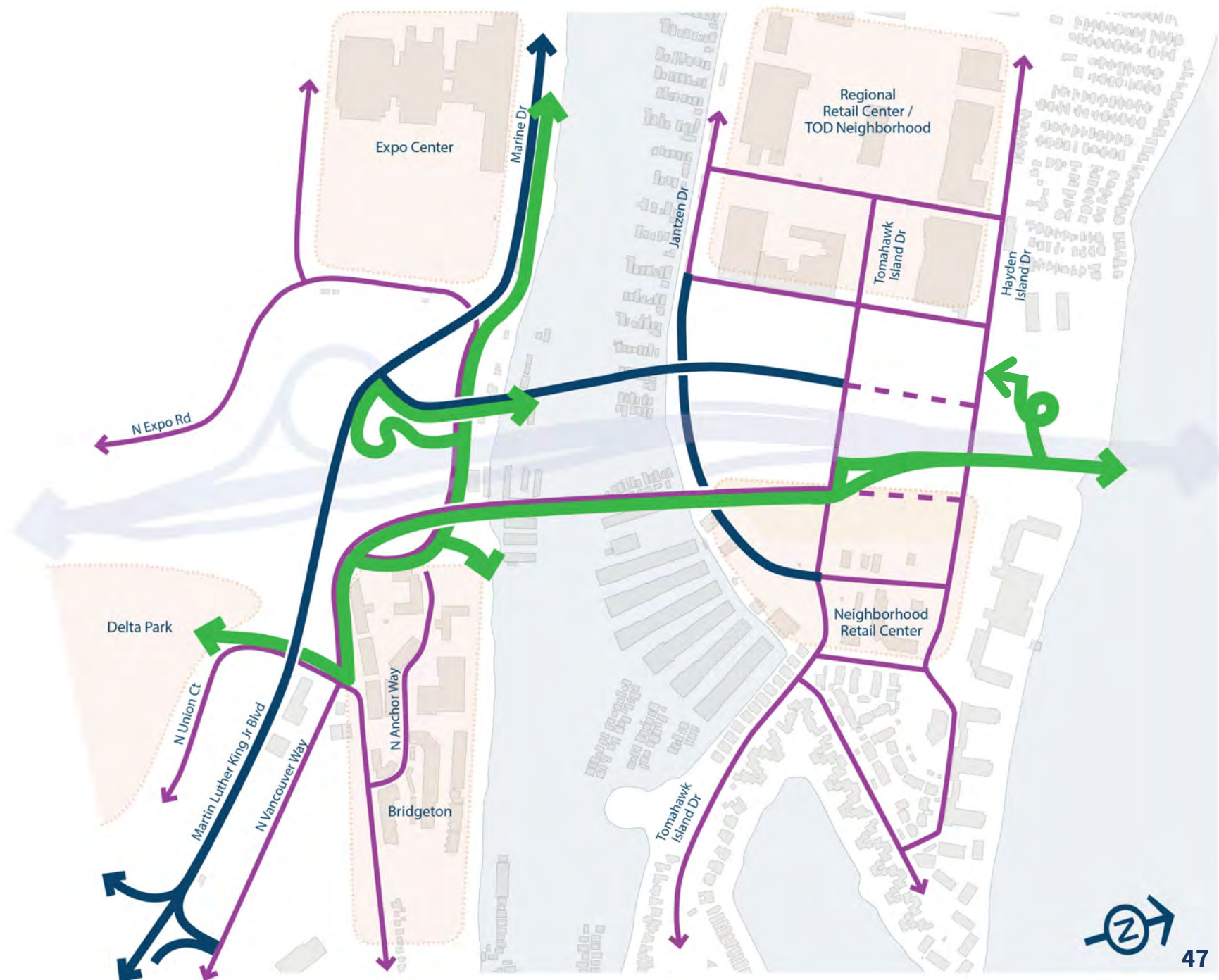


Option 4:

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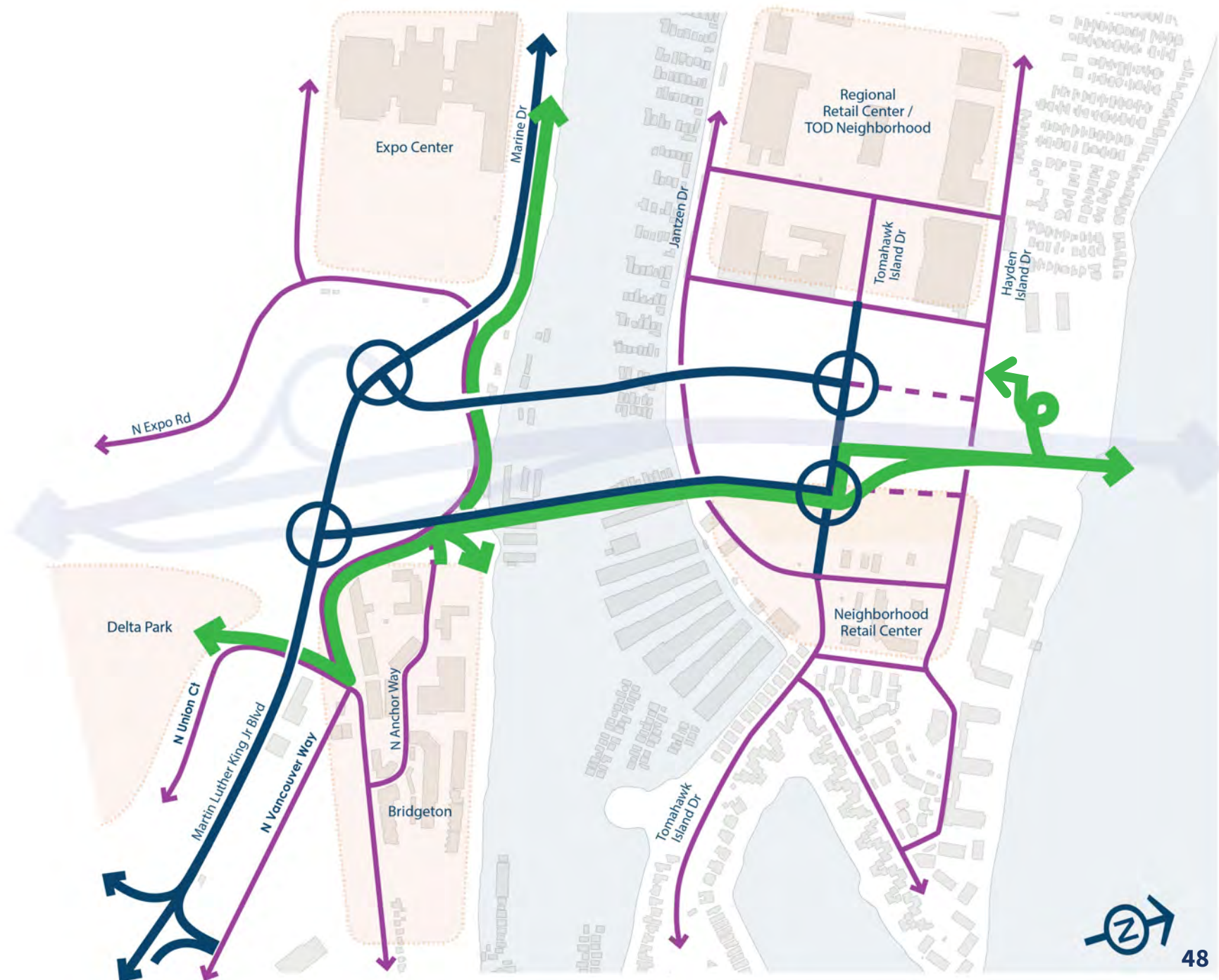


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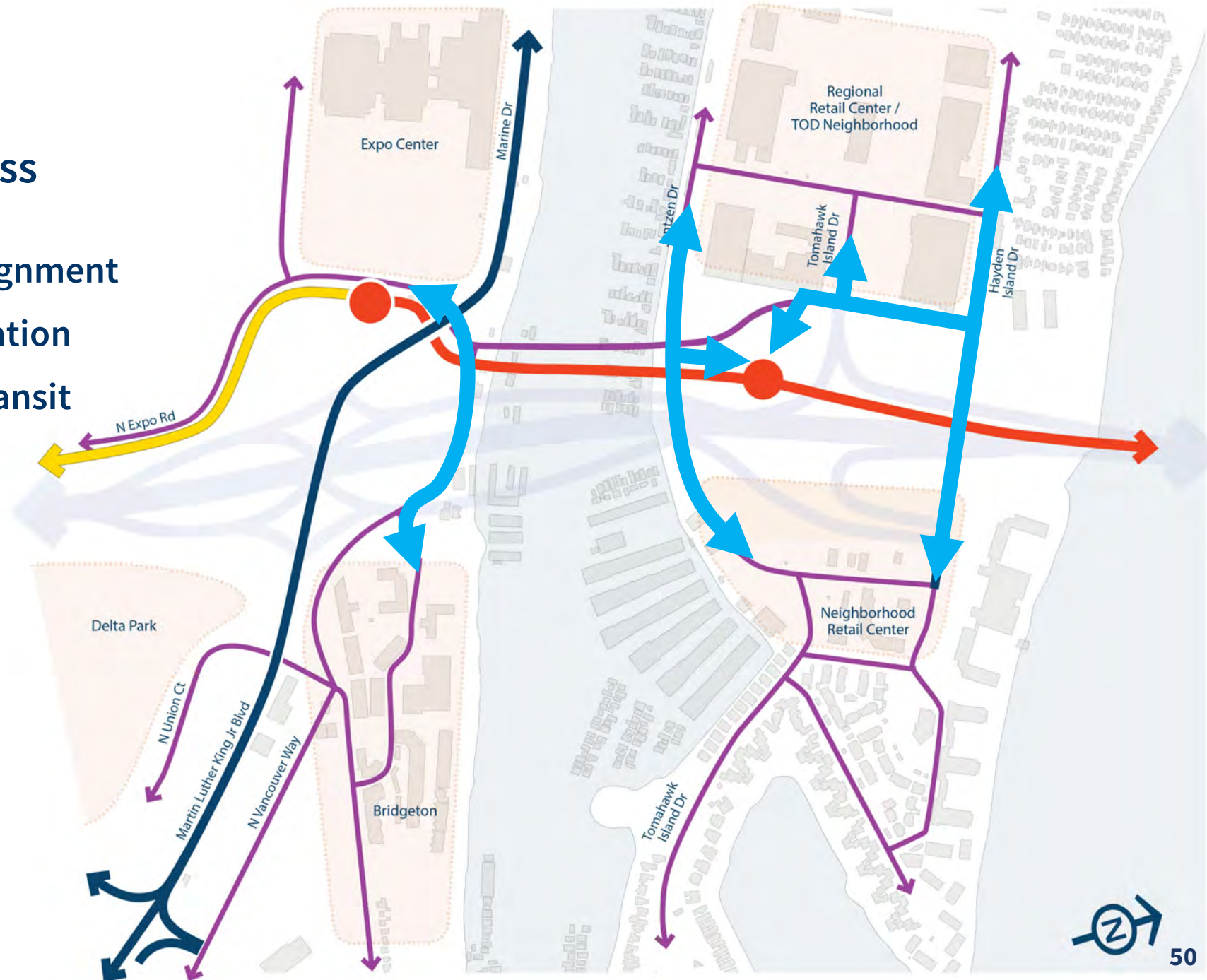
► F. Transit Station Access

↔ = High Capacity Transit Alignment

● = High Capacity Transit Station

↔ = Streets Connecting to Transit

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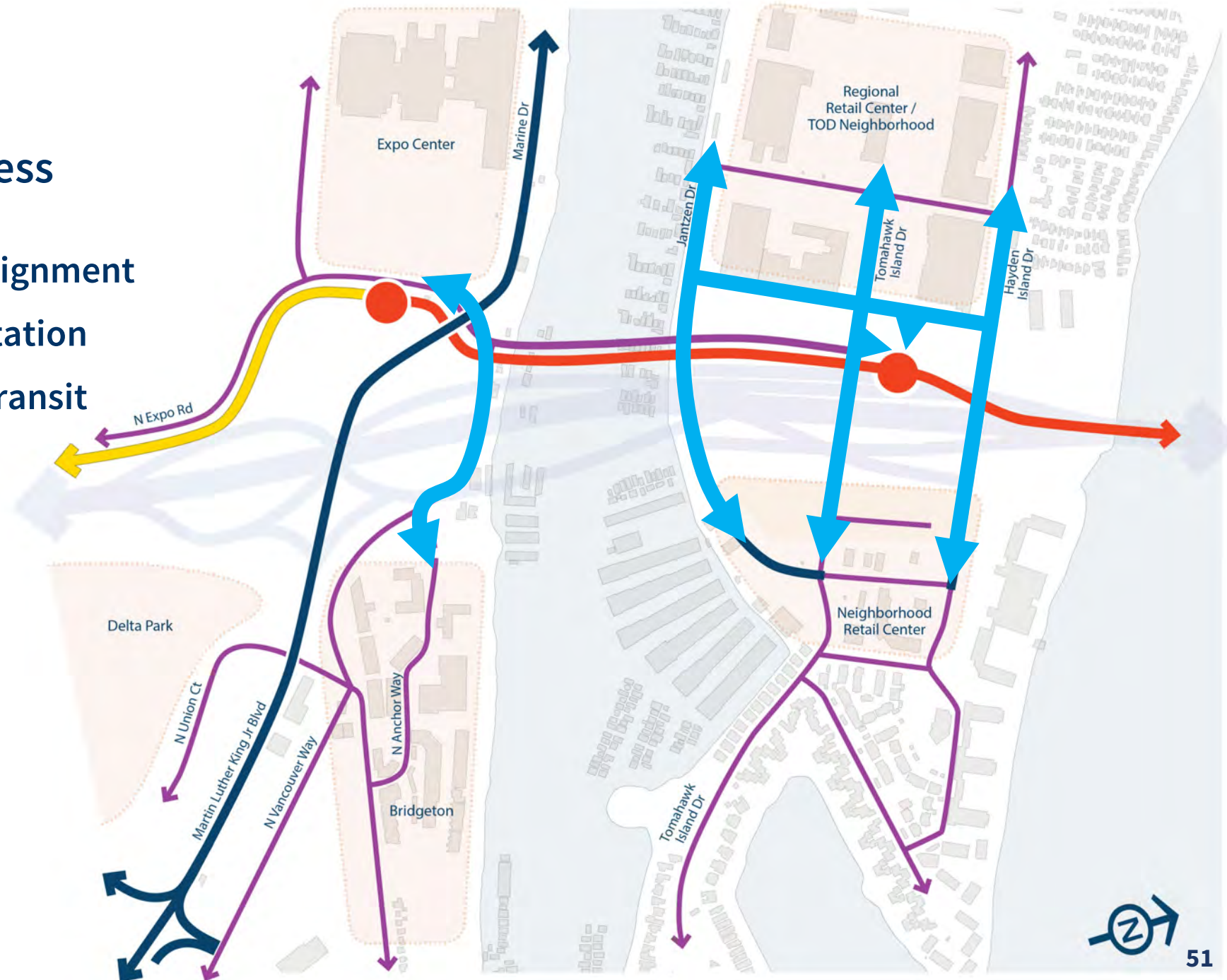
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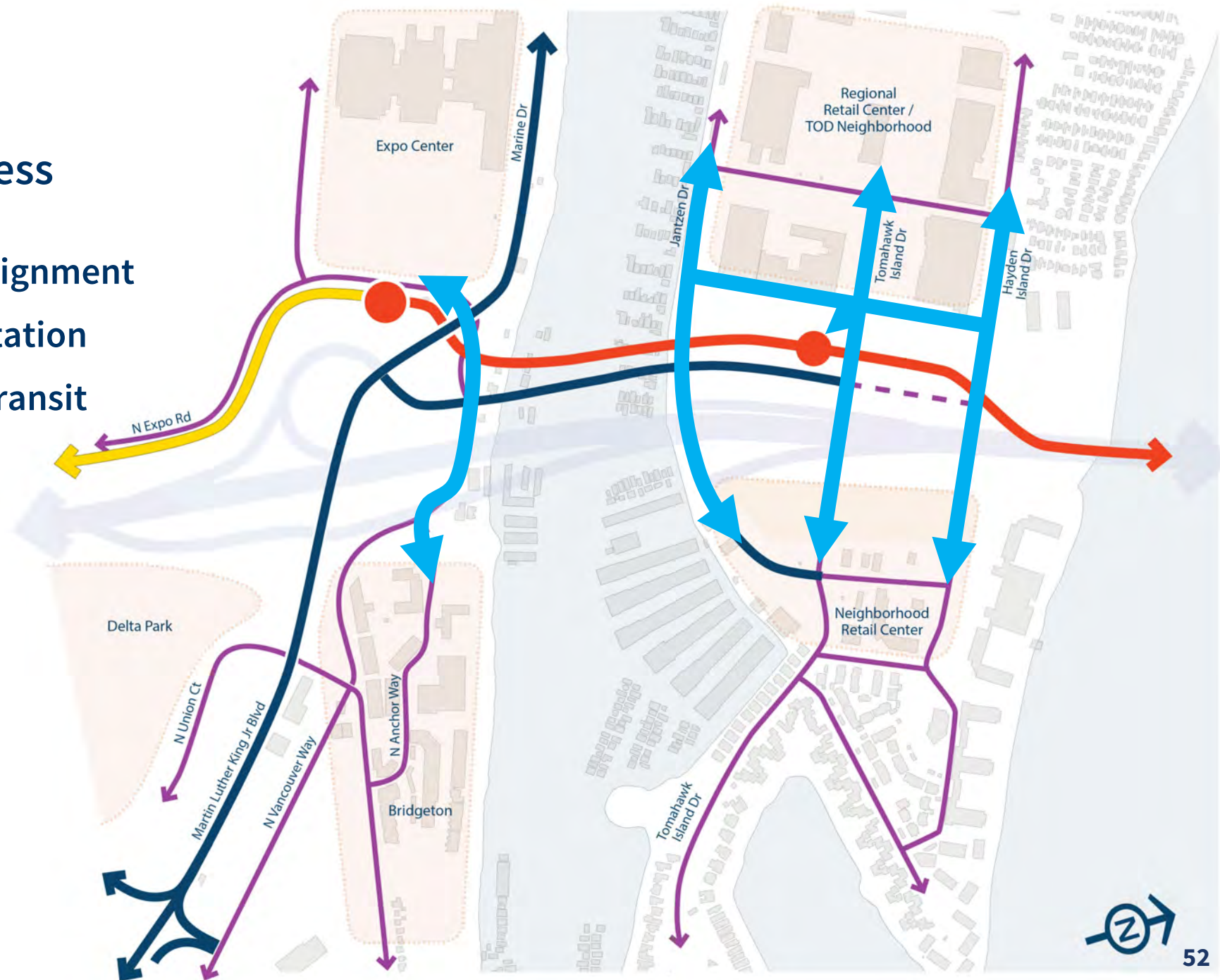
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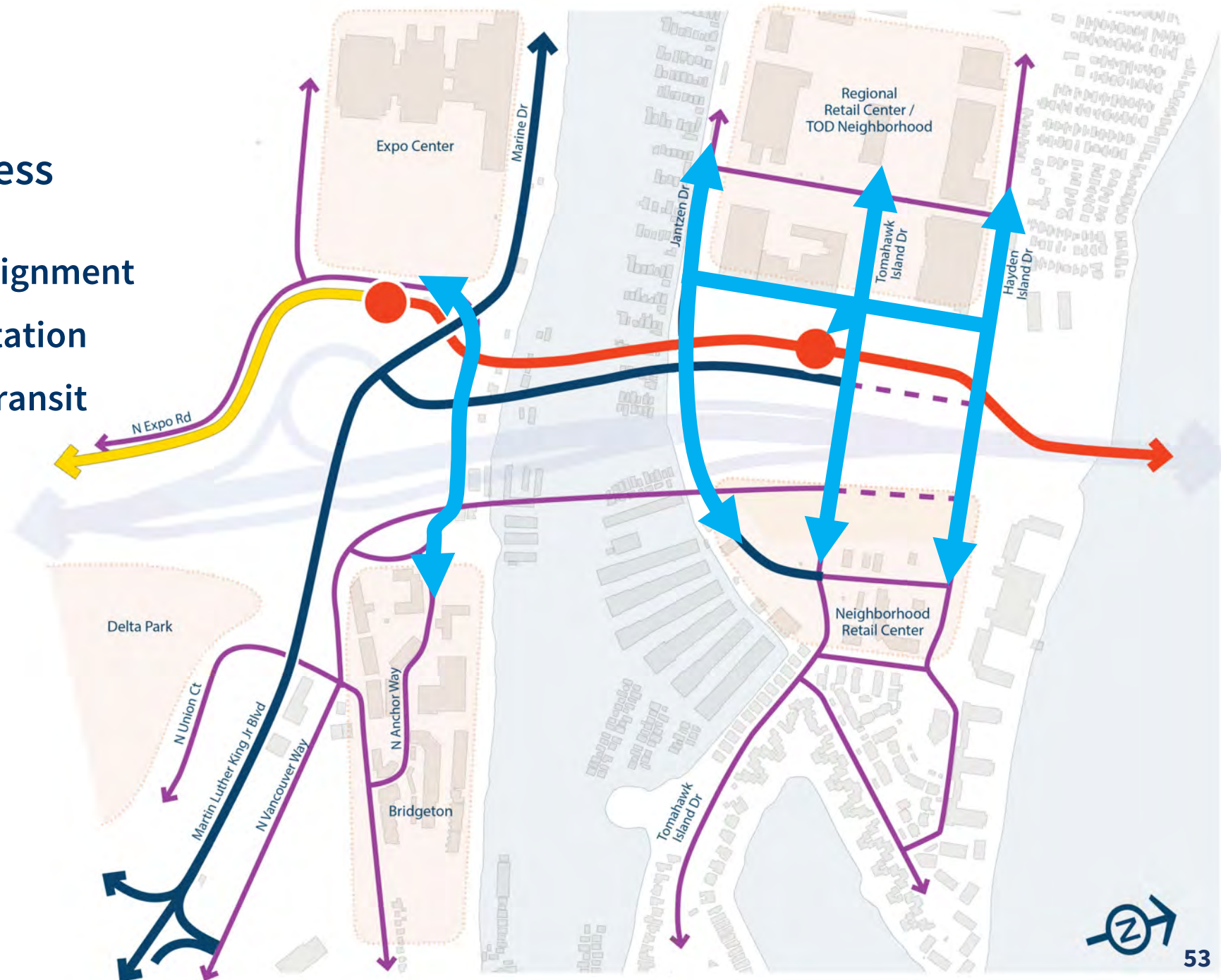
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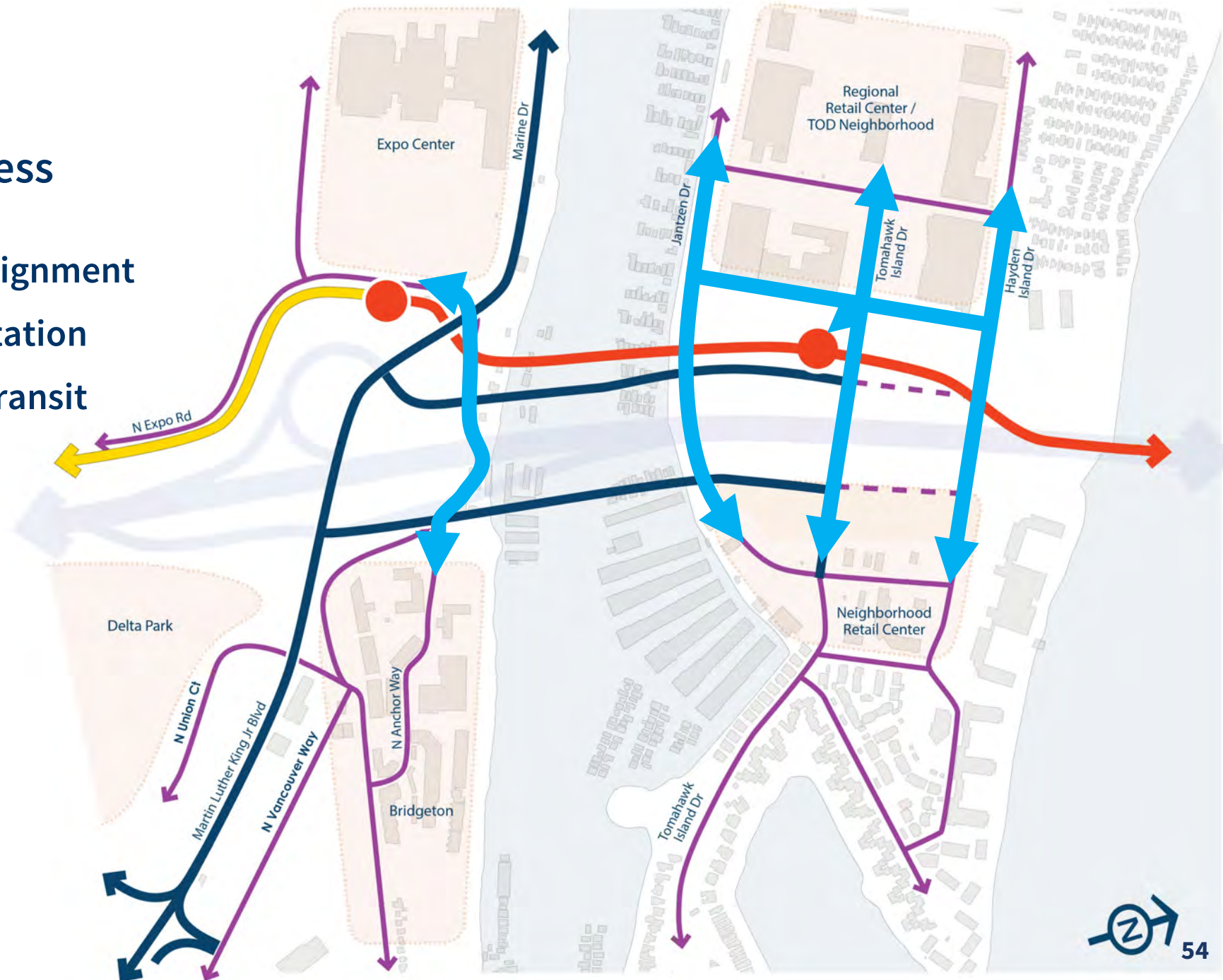
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MATRIX OF DESIGN OPTIONS	Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Existing Conditions		1 intersection	"Center Ave" & Hayden Island Dr.	I-5 NB I-5 SB	Hayden Island Dr. Jantzen Dr. Pier 99 St.	Narrow and indirect	Local bus service
Full Interchange	Option 1: Full Folded Diamond	1 intersection	"Center Ave" & Hayden Island Dr.	I-5 NB I-5 SB West Arterial Bridge (Expo Rd.)	Hayden Island Dr. Jantzen Dr. Pier 99 St.	Connection to Hayden Is Dr. West Arterial Bridge to 40 Mile Loop	LRT station West of I-5, access to be determined
	Option 2: Full Tight Diamond	1 intersection	Jantzen Dr. & Hayden Island Dr.	I-5 NB I-5 SB W. Arterial Bridge (Expo Rd.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.
Half Interchange	Option 3: Half with West Arterial Bridge	2 intersections	Jantzen Dr.	I-5 SB W. Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Hayden Is Dr. West Arterial Bridge to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.
	Option 4: Half with West and East Arterial Bridges	2 intersections	Jantzen Dr.	I-5 SB W. Arterial Bridge (Marine Dr.) E. Arterial Bridge (Vancouver Way)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.
No Interchange	Option 5: None	2 intersections	None	West Arterial Bridge (Marine Dr.) East Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

Bold text = changes from existing conditions



Questions?

Pulse Polling

- ▶ In the moment, what is your current level of support for **Option 1** (Full Folded Diamond Interchange on Hayden Island)?
- ▶ In the moment, what is your level of support for **Option 2** (Full Tight Diamond Interchange on Hayden Island)?
- ▶ In the moment, what is your level of support for **Option 3** (Half Interchange with West Arterial Bridge)?
- ▶ In the moment, what is your level of support for **Option 4** (Half Interchange with West and East Arterial Bridges)?
- ▶ In the moment, what is your level of support for **Option 5** (No Hayden Island Interchange)?

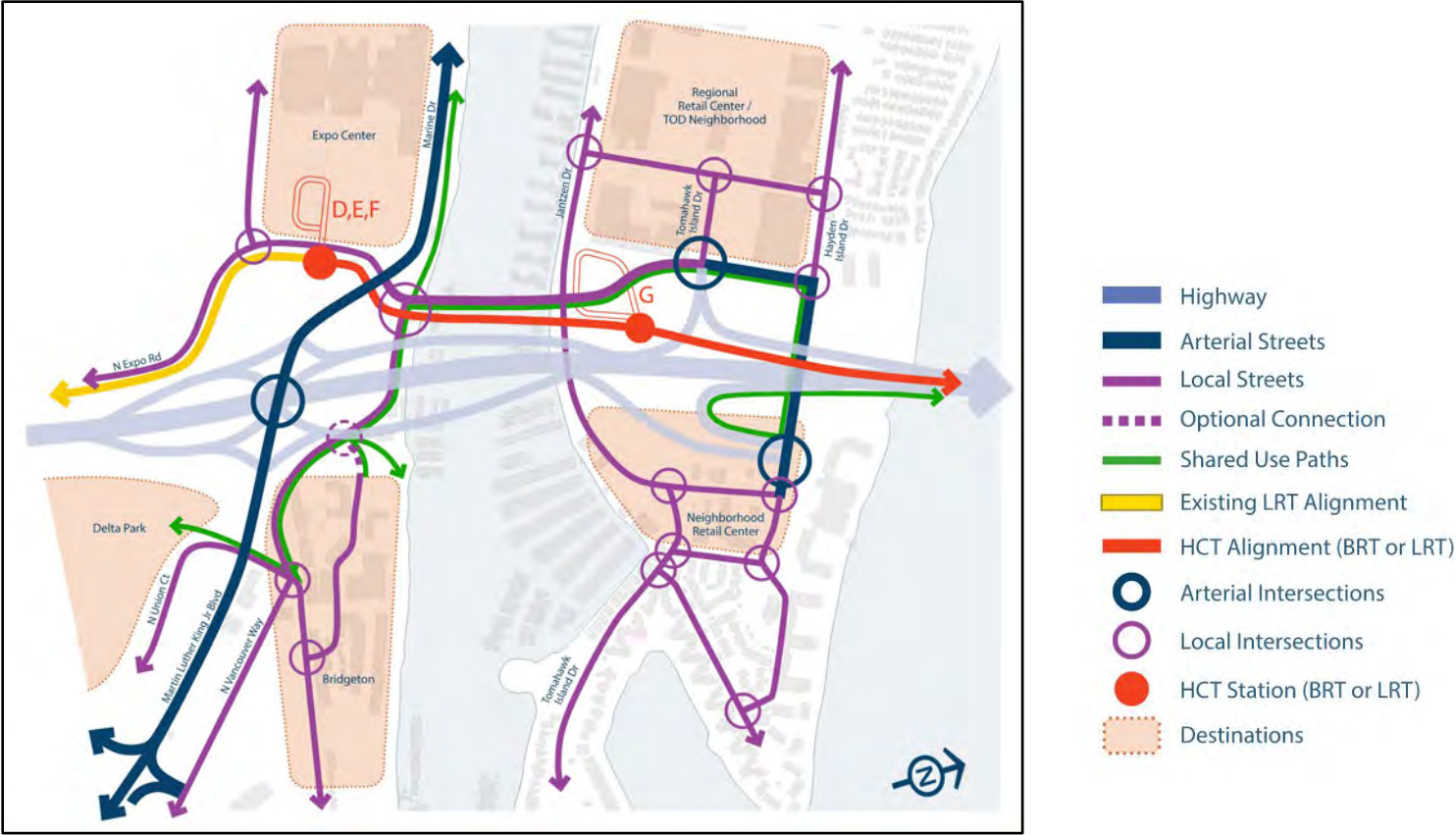
1 = Support

2 = Support with Suggestions

3 = Do Not Support

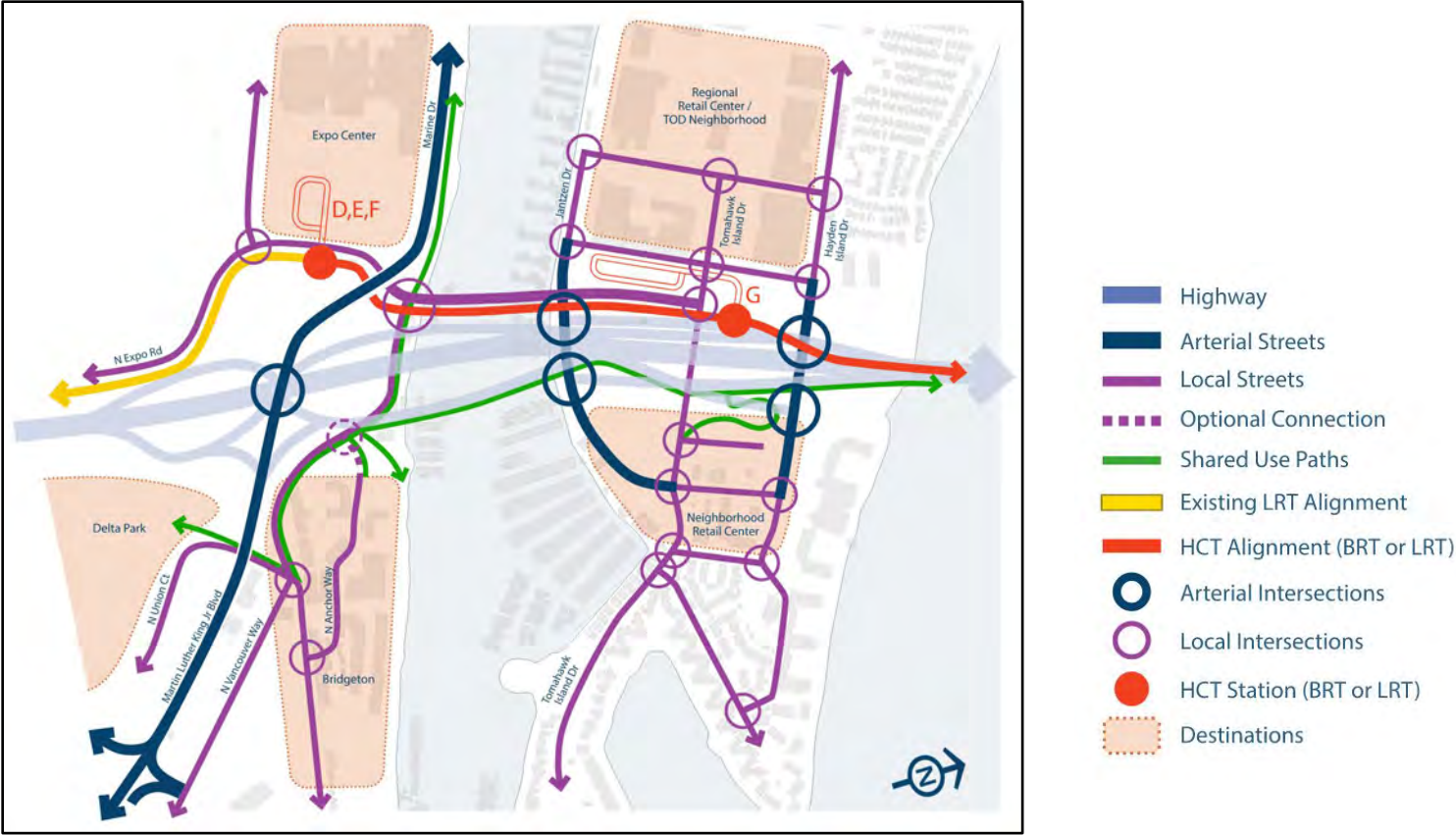
4 = Currently Unsure

Option 1: Full Folded Diamond Interchange



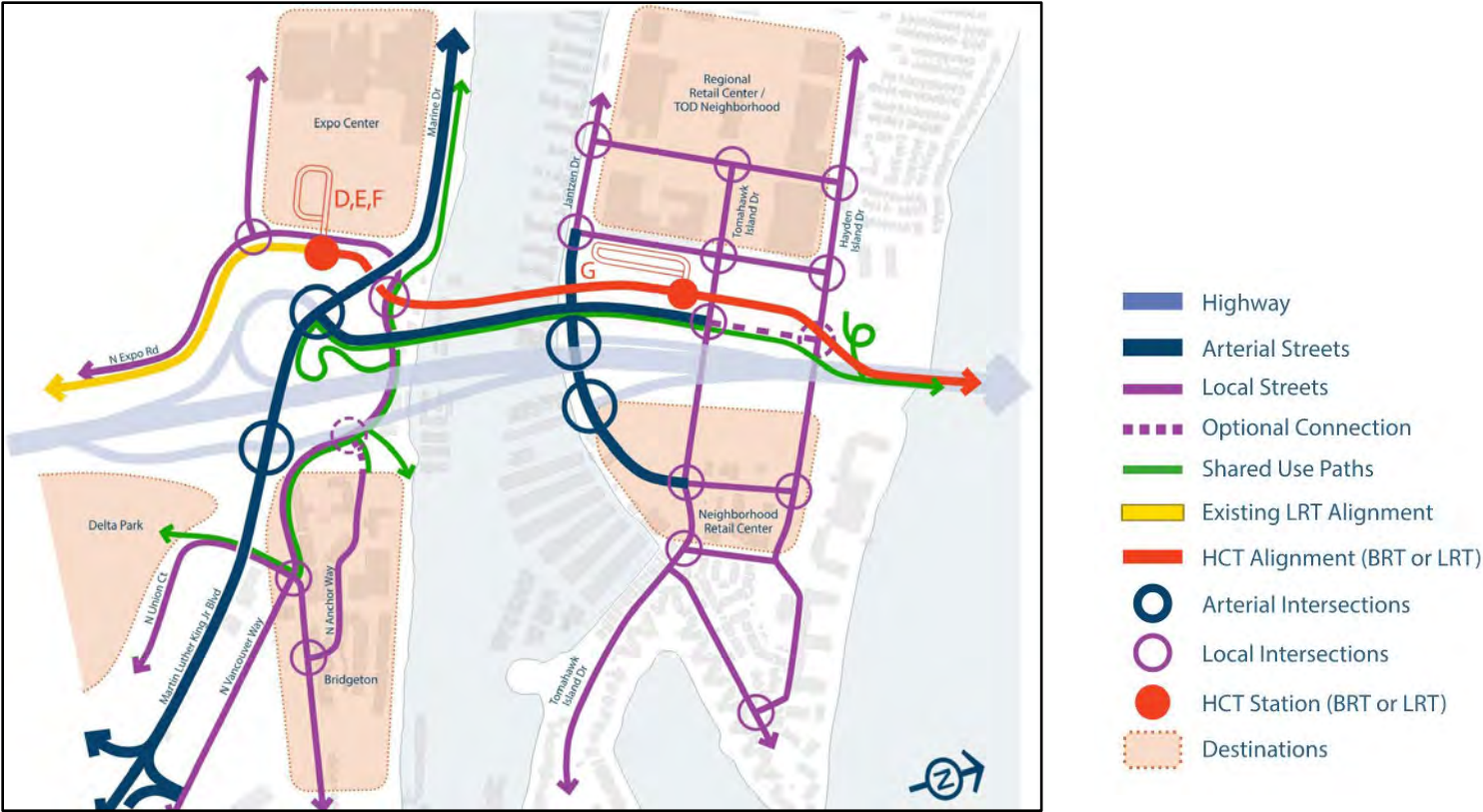
Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Option 1: Full Folded Diamond	1 intersection	"Center Ave" & Hayden Island Dr.	I-5 NB I-5 SB West Arterial Bridge (Expo Rd.)	Hayden Island Dr. Jantzen Dr. Pier 99 St.	Connection to Hayden Is Dr. West Arterial Bridge to 40 Mile Loop	LRT station West of I-5, access to be determined

Option 2: Full Tight Diamond Interchange



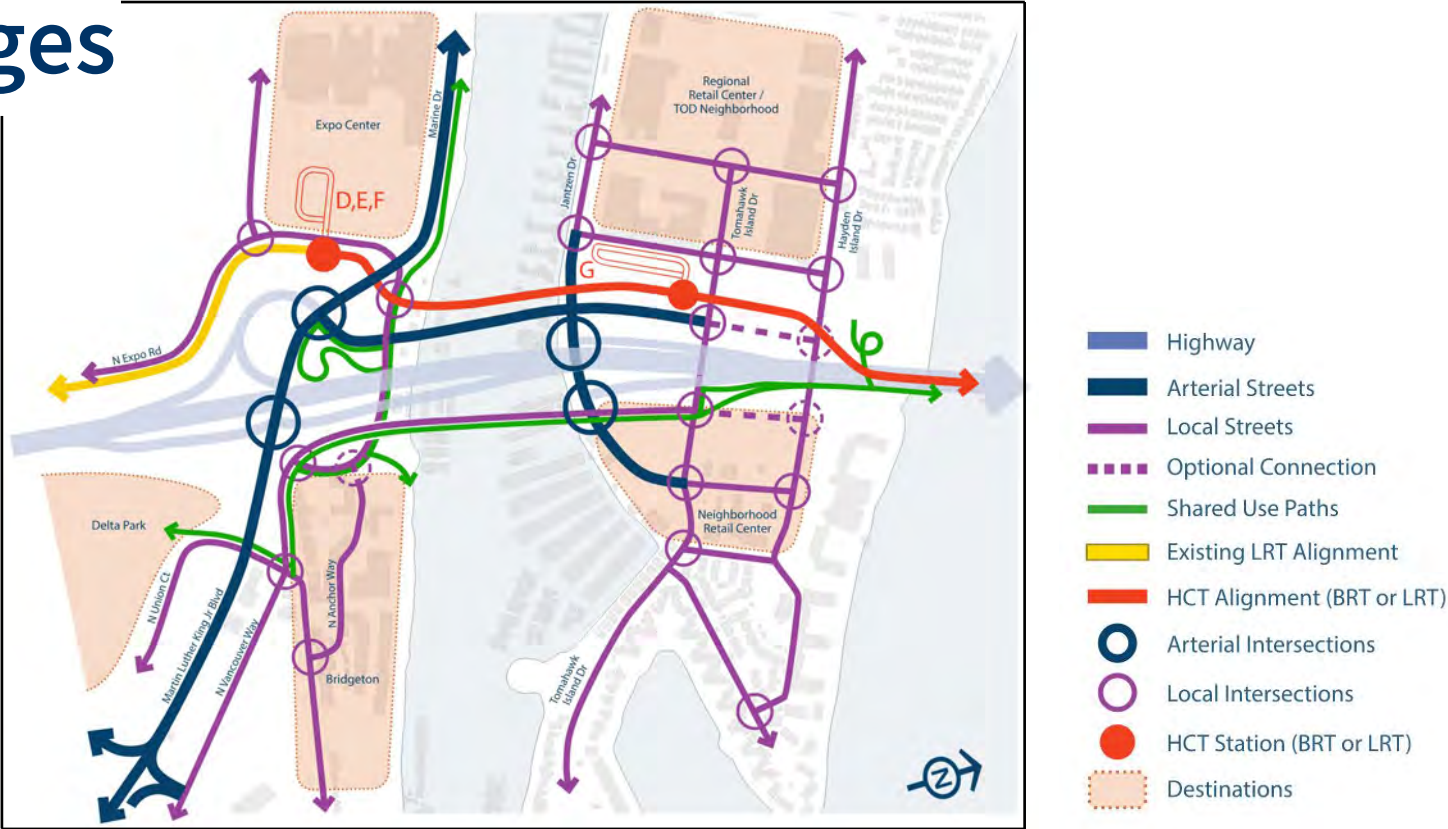
Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Option 2: Full Tight Diamond	1 intersection	Jantzen Dr. & Hayden Island Dr.	I-5 NB I-5 SB W. Arterial Bridge (Expo Rd.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

Option 3: Half Interchange with West Arterial Bridge



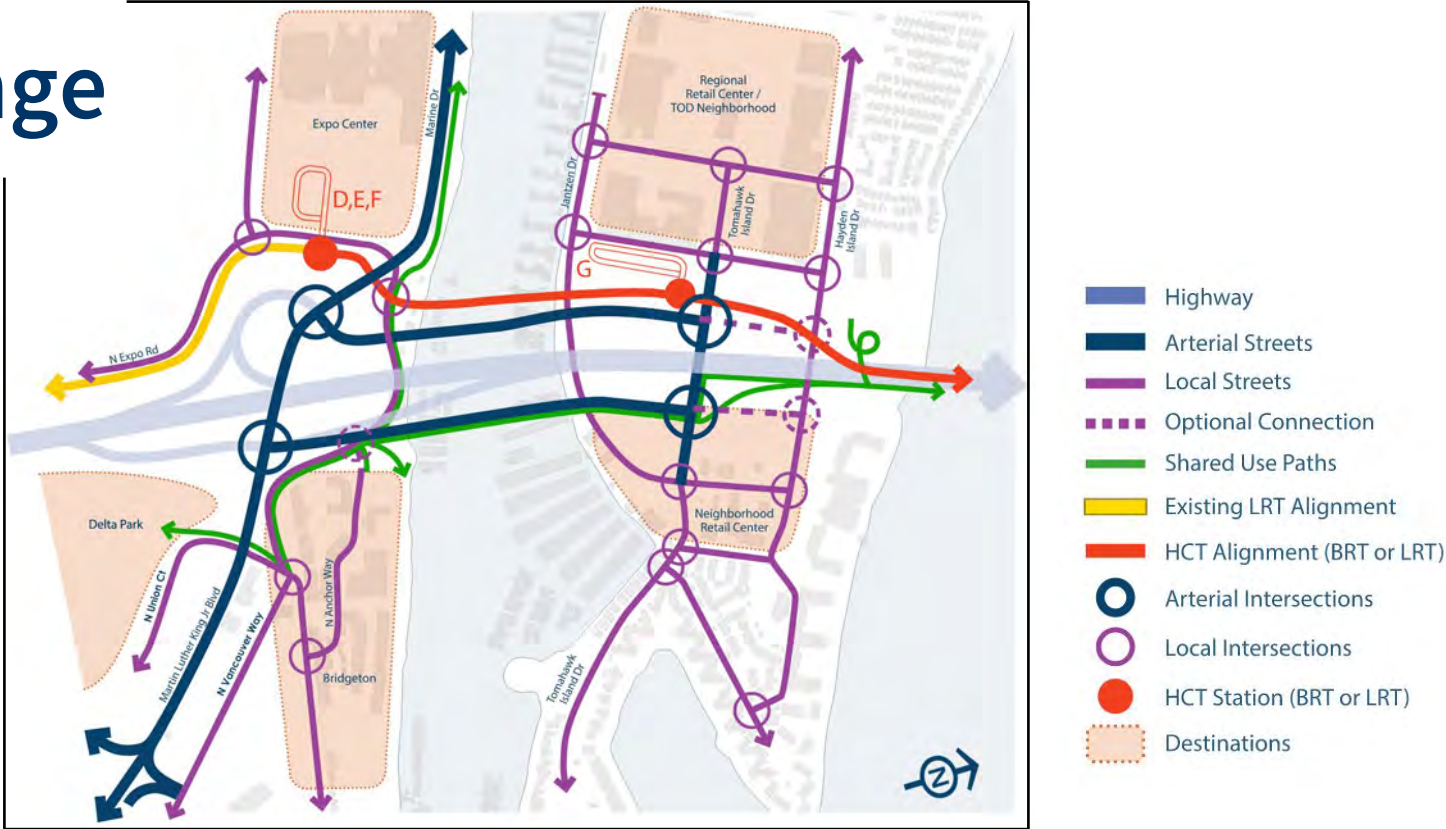
Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Option 3: Half with West Arterial Bridge	2 intersections	Jantzen Dr.	I-5 SB W. Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Hayden Is Dr. West Arterial Bridge to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

Option 4: Half Interchange with West & East Arterial Bridges



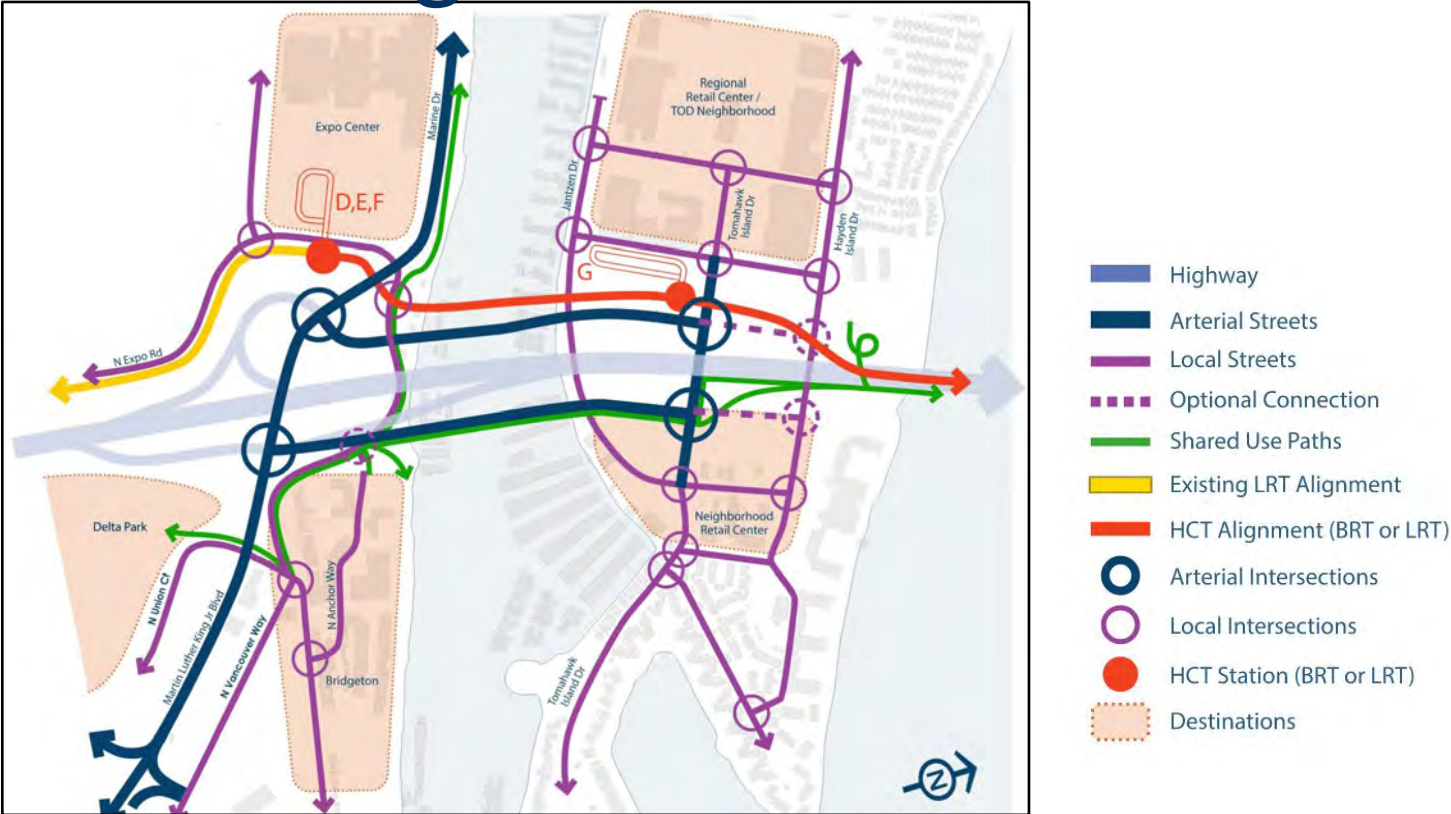
Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Option 4: Half with West and East Arterial Bridges	2 intersections	Jantzen Dr.	I-5 SB W. Arterial Bridge (Marine Dr.) E. Arterial Bridge (Vancouver Way)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

Option 5: No Interchange



Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Option 5: None	2 intersections	None	West Arterial Bridge (Marine Dr.) East Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

Option 5: No Interchange



Elements	A. Marine Dr. Interchange: # of Intersections	B. Hayden Island Interchange: Location of Intersections	C. Access to Hayden Island	D. Local Connectivity	E. Shared Use Path	F. Transit Station Access
Option 5: None	2 intersections	None	West Arterial Bridge (Marine Dr.) East Arterial Bridge (Marine Dr.)	Hayden Island Dr. Tomahawk Island Dr. Jantzen Dr. Pier 99 St.	Connection to Tomahawk Is Dr. and Hayden Is Dr. East side connection to 40 Mile Loop	LRT or BRT station West of I-5, access from Tomahawk Island Dr.

Pulse Polling Results

	Support	Support with Suggestions	Do Not Support	Currently Unsure
Option 1 (Full Folded Diamond Interchange on Hayden Island)	%	%	%	%
Option 2 (Full Tight Diamond Interchange on Hayden Island)	%	%	%	%
Option 3 (Half Interchange with West Arterial Bridge)	%	%	%	%
Option 4 (Half Interchange with West and East Arterial Bridges)	%	%	%	%
Option 5 (No Hayden Island Interchange)	%	%	%	%

Program Timeline & Next Steps

Program Timeline



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

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

Getting to the IBR Solution

Developing a safe and equitable solution for future generations...

Your feedback matters! Combined with stakeholder, advisory groups and partner input, your suggestions will contribute to identifying a new multimodal bridge replacement solution that meets the transportation needs of the region – now and for future generations. Below, find out about where the program is in the planning process. Starting in November, you can share your feedback in an online survey. Your input will help guide the decisions to identify a bridge replacement solution that meets everyone's needs.

Look for our online survey coming November

Receive a notification when the survey is live!

Stations

Previous Planning Efforts

In 2004, the Columbia River Crossing (CRC) project was formed by the Washington and Oregon Departments of Transportation to address Interstate 5 corridor transportation issues identified by regional leaders through long-range planning studies.

LEARN MORE

Design Options

The program is working to identify a solution to address changes that have occurred since the previous solution was identified. For each component that responds to a change, the IBR program and local partners are developing preliminary design options for consideration.

LEARN MORE

Equity Framework

An essential first step of the IBR program's commitment to centering equity is to develop a shared understanding of what the program seeks to achieve and how it will be accomplished. The IBR Equity Framework outlines the program's approach and the resources it will use to advance equity.

LEARN MORE

Climate Framework

Environmental Compliance

Environmental compliance is foundational to the

Identifying an IBR Solution + Next Steps

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



Thank you!

info@interstatebridge.org

<https://www.interstatebridge.org>