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# Interstate Bridge Replacement Program – Community Briefing

November 2021

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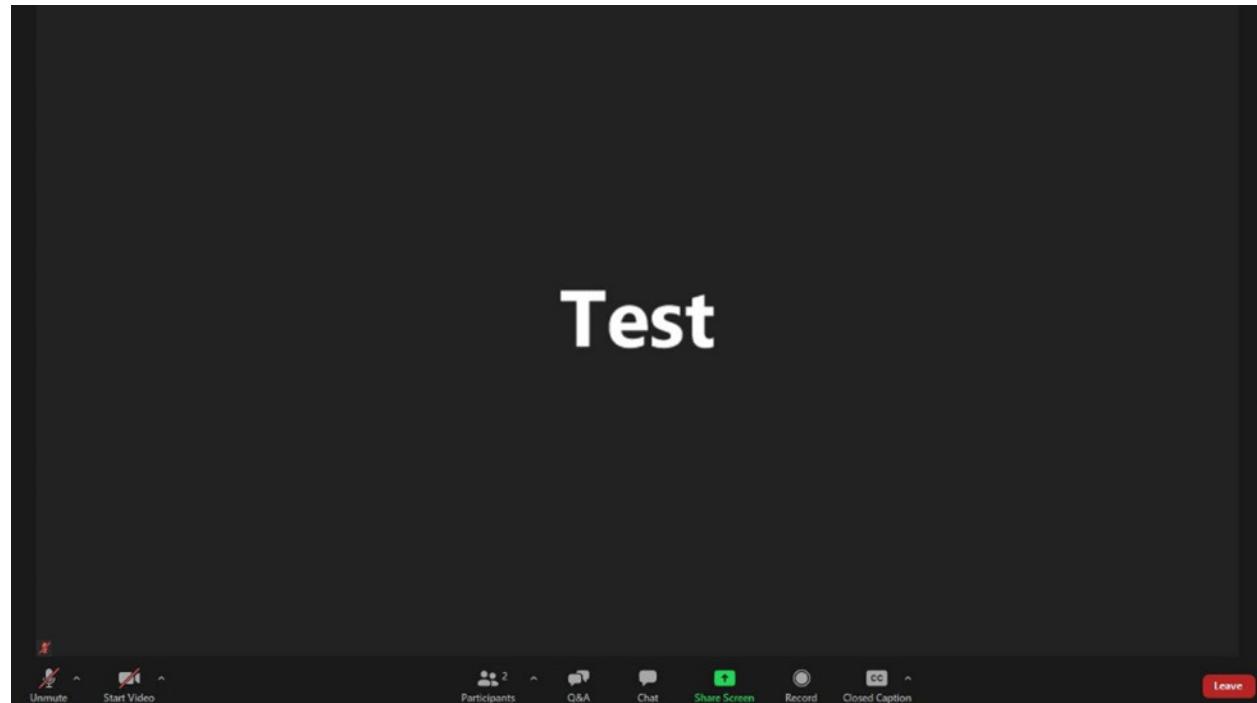
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# Zoom Webinar Participation

- ▶ ASL interpretation is available.
- ▶ We will be taking questions after the presentation. Please use the chat feature to submit questions.
- ▶ Zoom polls will be utilized throughout the webinar. You must join the Zoom webinar to participate.
- ▶ If you experience technical difficulties, please use the Zoom chat feature or call, **360-329-6744**

# Today's Agenda

- ▶ Program overview
- ▶ Preliminary design options
- ▶ How to submit feedback and stay connected
- ▶ Questions

**Audience participation opportunities will be available throughout the webinar**

## Audience Participation Question:

**How did you hear about this event? (select all that apply)**

- ▶ IBR Website
- ▶ IBR Newsletter
- ▶ IBR Social Media
- ▶ Word-of-Mouth (friend, family, co-worker, etc.)
- ▶ Advertisement (print or radio)
- ▶ Community-based organization
- ▶ Other



# Program Overview

# Why do we need to replace the Interstate Bridge?

- ▶ Critical connection between Oregon and Washington and a vital trade route.
- ▶ At risk for collapse in the event of a major earthquake
- ▶ No longer satisfies the needs of modern commerce and travel

*A modern connection for a growing community.*

*The IBR program will utilize and update past work to help identify a solution that reflects current community priorities and will improve our transportation system now, and for the future.*

# Initiating IBR Efforts

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$80 million in combined funding dedicated by OR and WA as of May 2021
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies
  - TriMet
  - C-TRAN
  - Oregon Metro
  - SW WA Regional Transportation Council
  - City of Portland
  - City of Vancouver
  - Port of Portland
  - Port of Vancouver



*Photo courtesy of Office of Governor Kate Brown*



# Recommendation and Decision-Making Framework

- ▶ **Program Administrator** guides program work and brings forward consensus recommendations to appropriate decision makers, up to the level of the governors
- ▶ **Bi-State Legislative Committee** provides oversight and guidance on program development work
- ▶ **Executive Steering Group** provides regional leadership guidance and recommendations on key program development topics
- ▶ **Program Advisory Groups** provide community input and feedback to the program
  - Community Advisory Group
  - Equity Advisory Group
- ▶ **Other Decision Makers with Jurisdictional Authority** include federal partners, permitting agencies, transportation commissions, etc.

# Six Problems:

Through recent community engagement, we know all problems identified in previous planning work remain current issues that have not been addressed.



**Safety:** Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



**Impaired freight movement:** Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the west coast.



**Congestion:** Over 138,000 vehicles crossed the Interstate Bridge each week day in 2018, resulting in 7 to 10 hours of congestions during peak travel times.



**Seismic resiliency:** In a major earthquake, the bridge would likely be substantially damaged, potentially beyond repair.



**Inadequate bike & pedestrian paths:** Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



**Limited public transportation:** Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

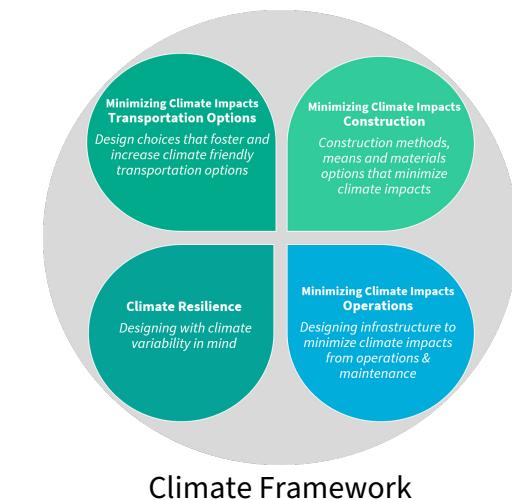
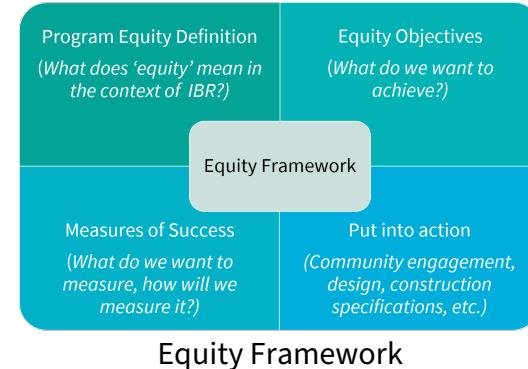
# Community Engagement

- ▶ **Program Advisory Groups**
  - ESG, CAG, EAG meet monthly
- ▶ **Community Listening Sessions**
  - 19 sessions held since March 2021
- ▶ **Community Working Groups**
  - Active Transportation, Multimodal Commuter, Downtown Vancouver, Hayden Island/Marine Drive
- ▶ **Online Open Houses and Public Input Surveys**
  - Over 9,000 survey responses and 14,000+ comments received during Spring 2021 engagement
- ▶ **Social Media**
- ▶ **Video Storytelling: Bridge Stories and Case for IBR**
- ▶ **Program Website and Monthly E-Newsletter**
- ▶ **Media Outreach**



# We are committed to embedding equity and climate into the program.

- The program is embedding equity and climate considerations throughout the program in actionable and measurable ways.
- Work with advisory groups and partner agencies is shaping these critical components
- Using **equity and climate frameworks**, these considerations will be addressed **throughout design and construction** in:
  - ▶ Screening criteria to evaluate design
  - ▶ Performance measures
  - ▶ Design and construction specifications
  - ▶ Letters of agreement
  - ▶ Program commitments: community enhancements and mitigation



## Program Equity Definition

*(What does 'equity' mean in the context of IBR?)*

## Equity Objectives

*(What do we want to achieve?)*

## Equity Framework

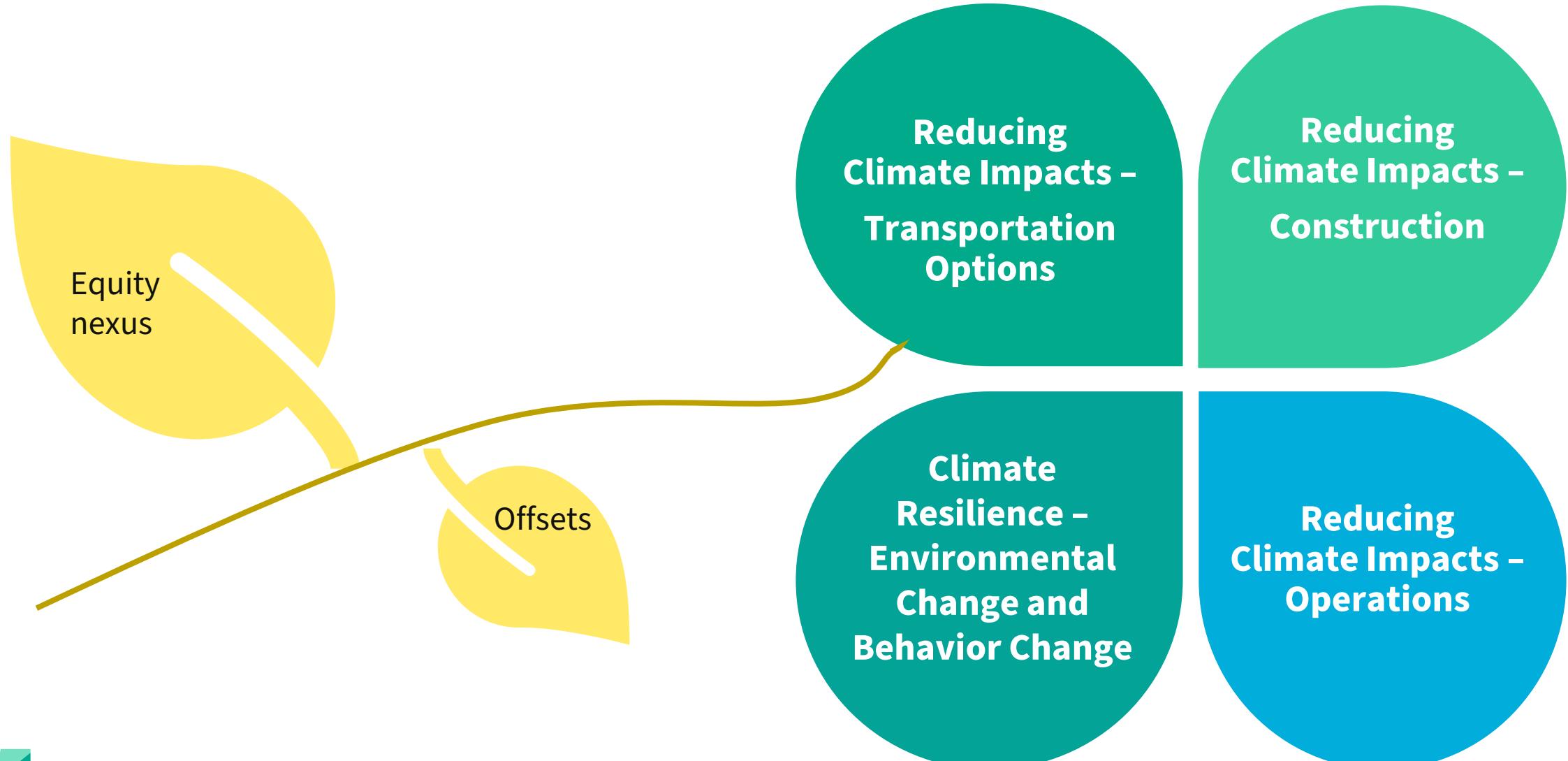
## Measures of Success

*(What do we want to measure, how will we measure it?)*

## Toolbox

*(Resources to support implementation)*

# IBR Climate Framework



# Program Timeline



# Current Program Work

- ▶ 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
  - Anticipate a supplement environmental review process will be required to document changes associated with the proposed IBR Solution

## Audience Participation Question:

### How often do you cross the Interstate Bridge? (select one)

- ▶ Daily
- ▶ A few times per week
- ▶ A few times per month
- ▶ Occasionally, not on a regular basis
- ▶ Rarely
- ▶ Never



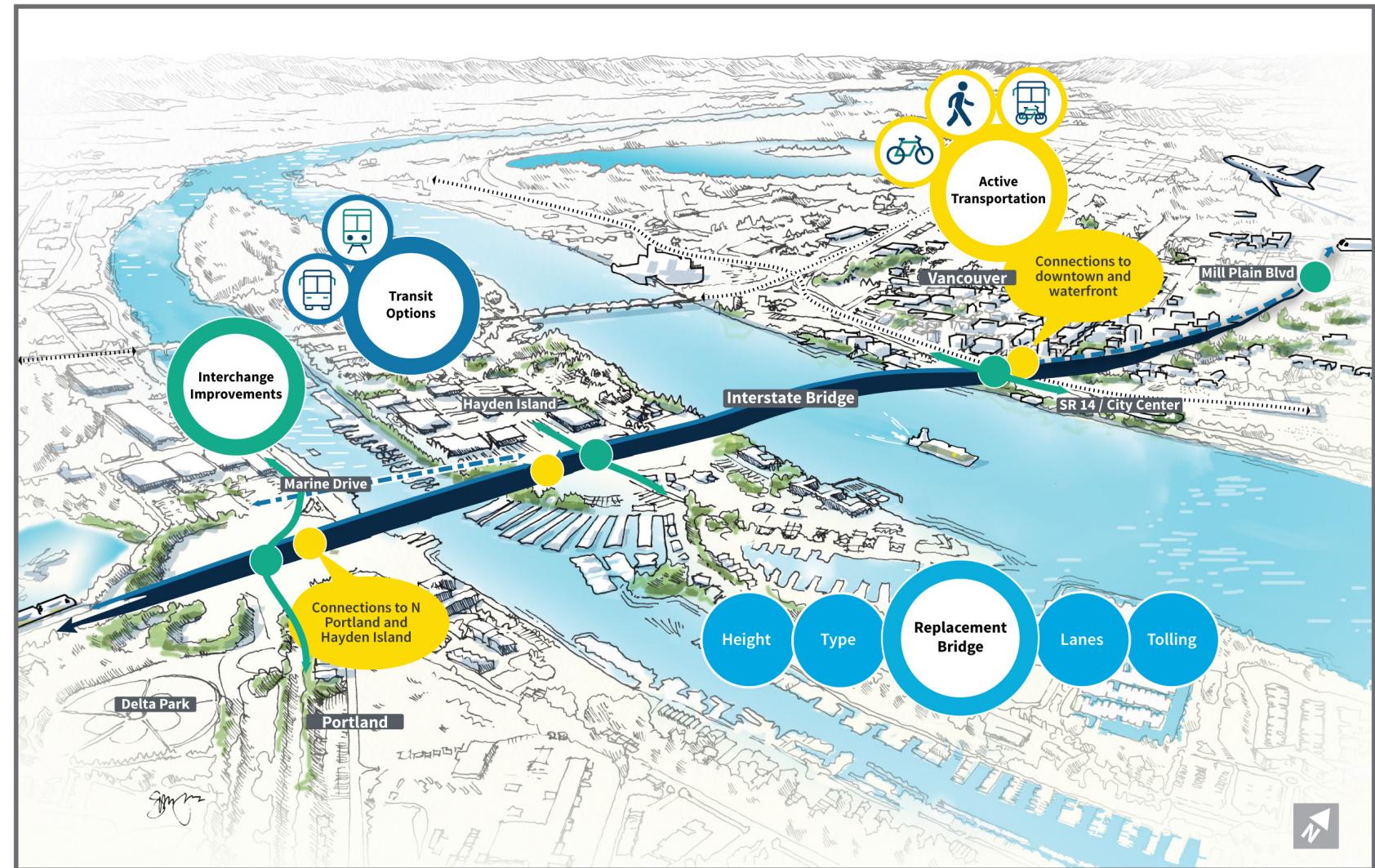
# Preliminary Design Options

# Previous Planning Efforts

- ▶ The previous project's Record of Decision approved:
  - A replacement bridge
  - Improvements to seven interchanges in a five-mile corridor
  - High-capacity transit
- ▶ The prior federal decision is still valid, however, many changes to baseline conditions, regulatory and policy context, and community priorities have shifted since 2013.
  - New preliminary design options were created in response to those changes.

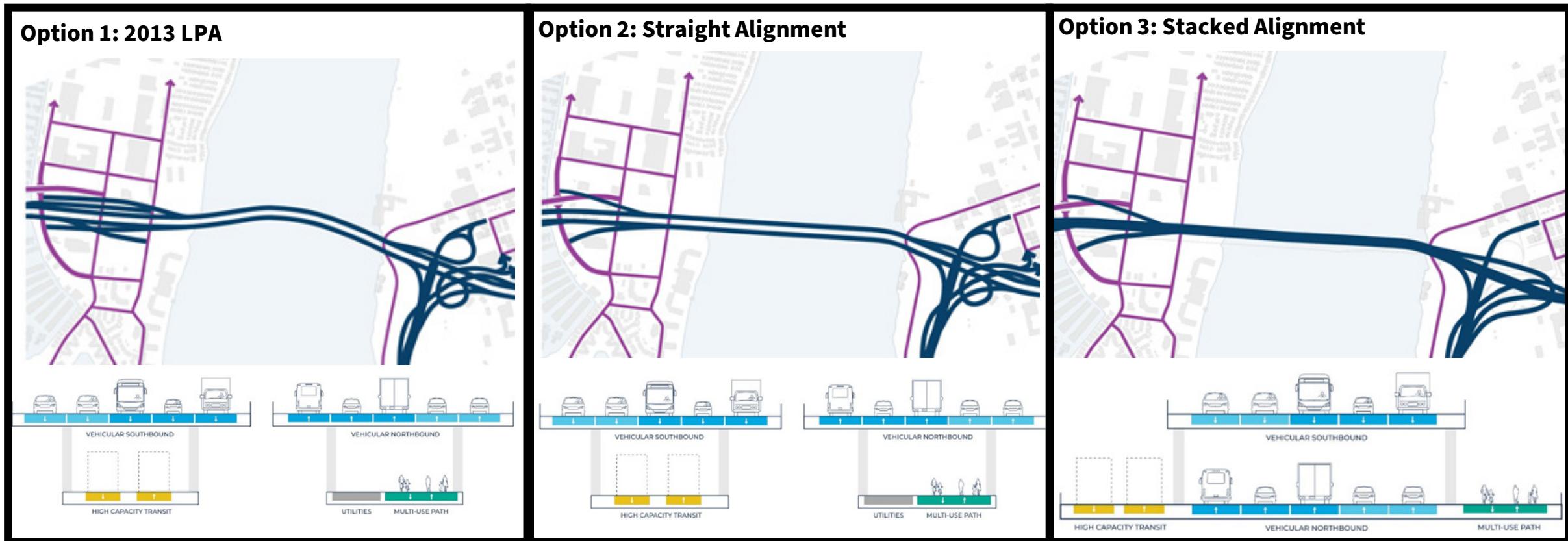
# Identifying the IBR Solution

- ▶ Bridge Crossing and Alignment
- ▶ Interchange Improvements
- ▶ Transit Options
- ▶ Active Transportation improvements are integrated into all design options



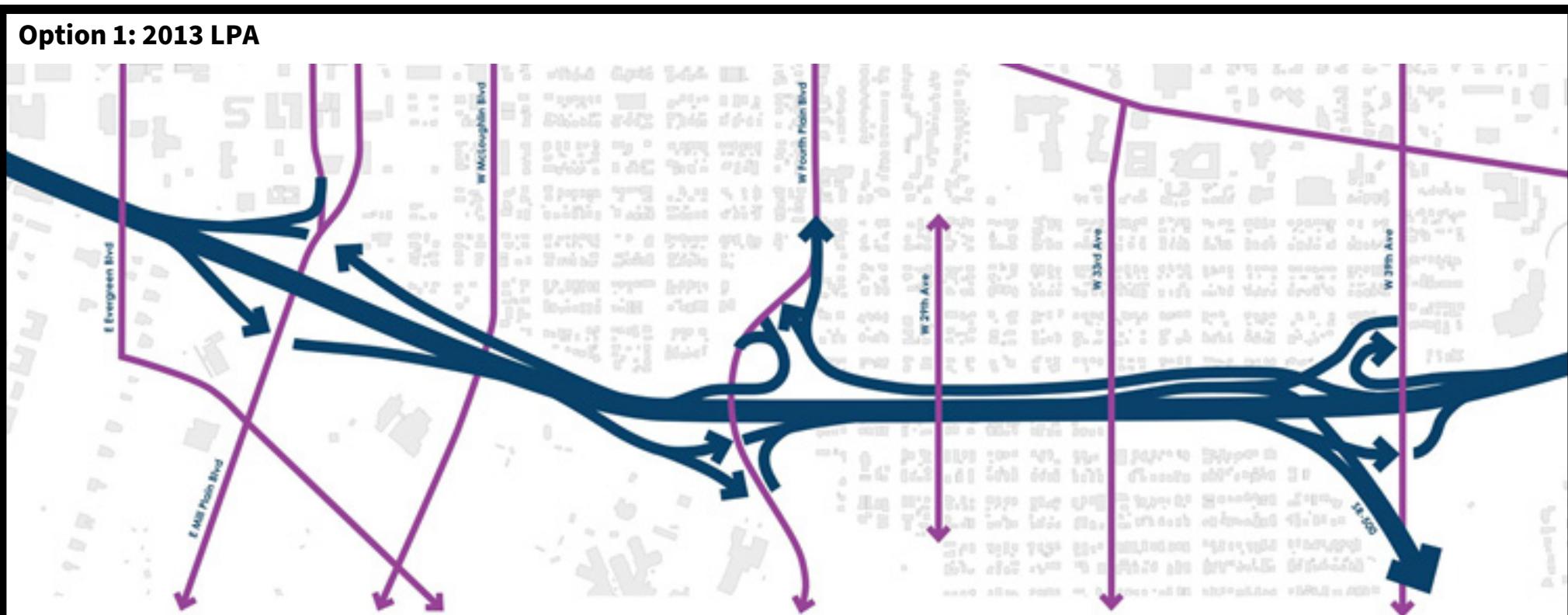
# Bridge Crossing and Alignment

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



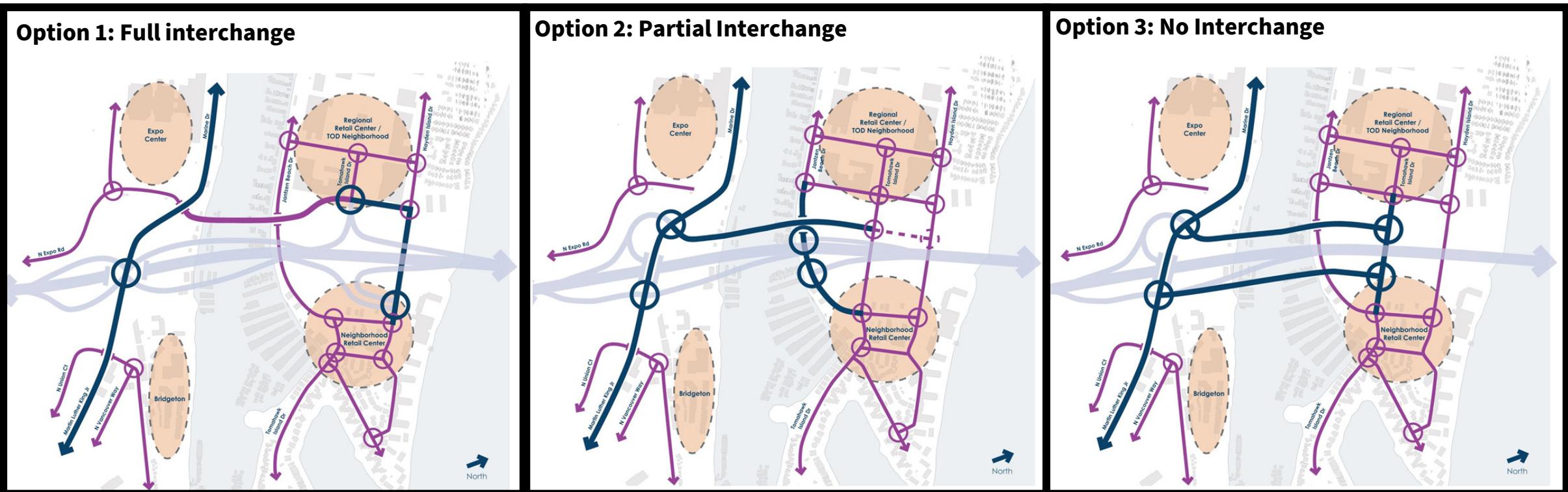
# Vancouver Interchanges

- ▶ 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

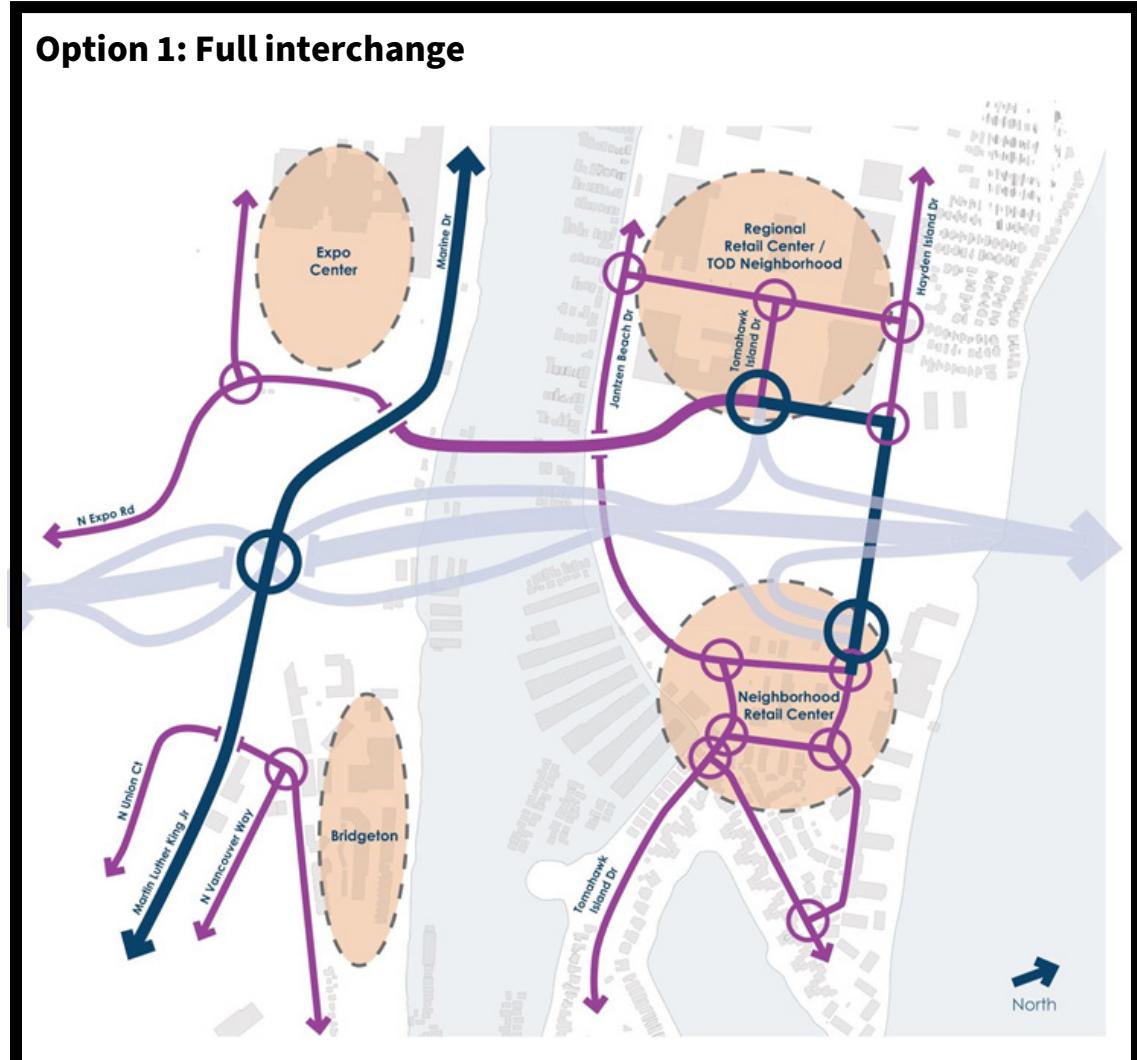
- ▶ Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- ▶ All options include replacing the North Portland Harbor Bridge
- ▶ Future design work, informed by community engagement, will develop details for connecting shared-use paths, with the intention to connect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



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

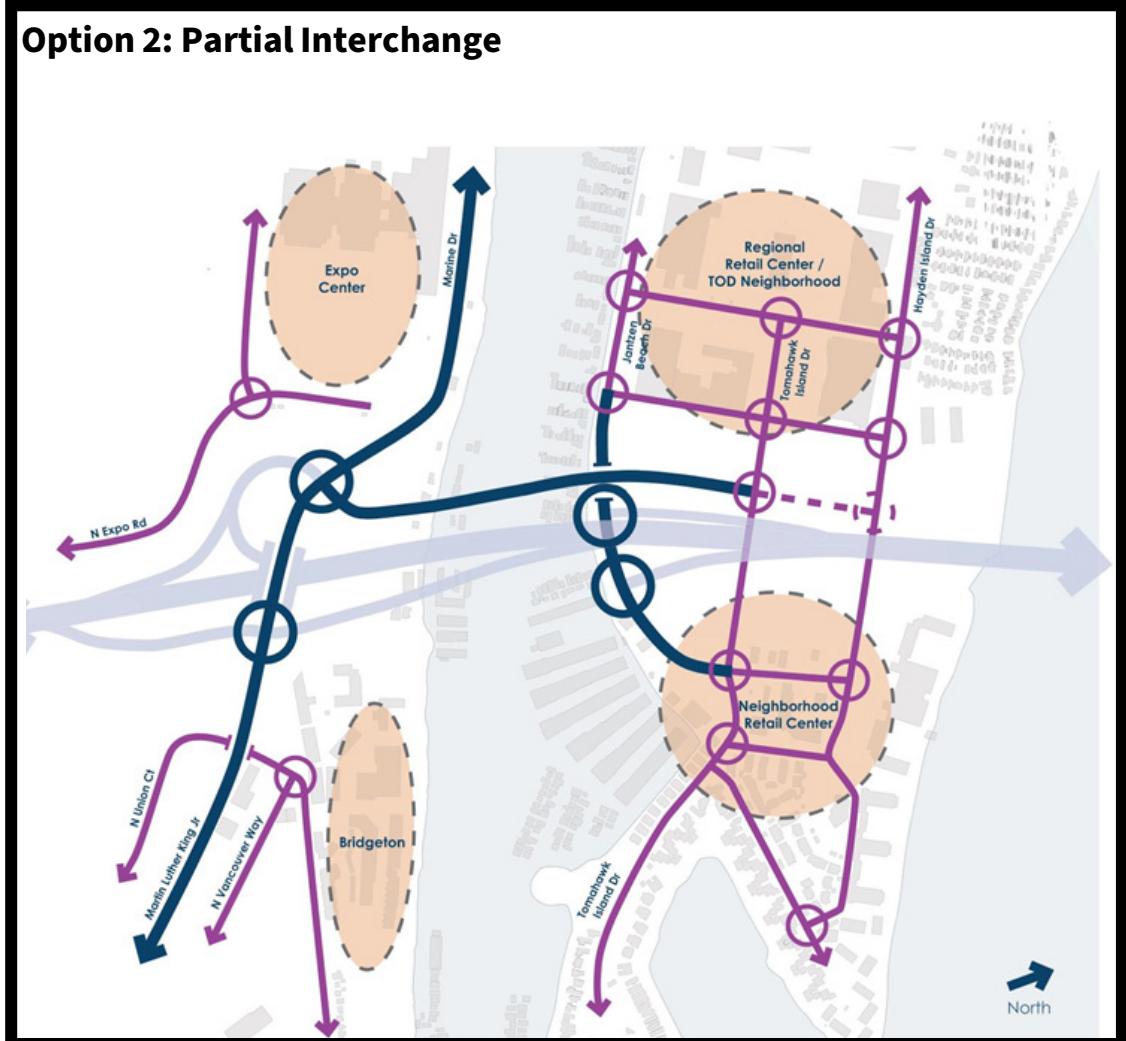
# Full Interchange Option

- ▶ Complete interchanges for north and southbound traffic on both Hayden Island and Marine Drive
- ▶ Local streets are reconnected under Interstate 5 with some variations, including a third crossing under Interstate 5 for Tomahawk Island Drive and an arterial bridge connecting Hayden Island to Expo Road.
- ▶ Roadway infrastructure is farther west in comparison to 2013 LPA to replace North Portland Harbor Bridge



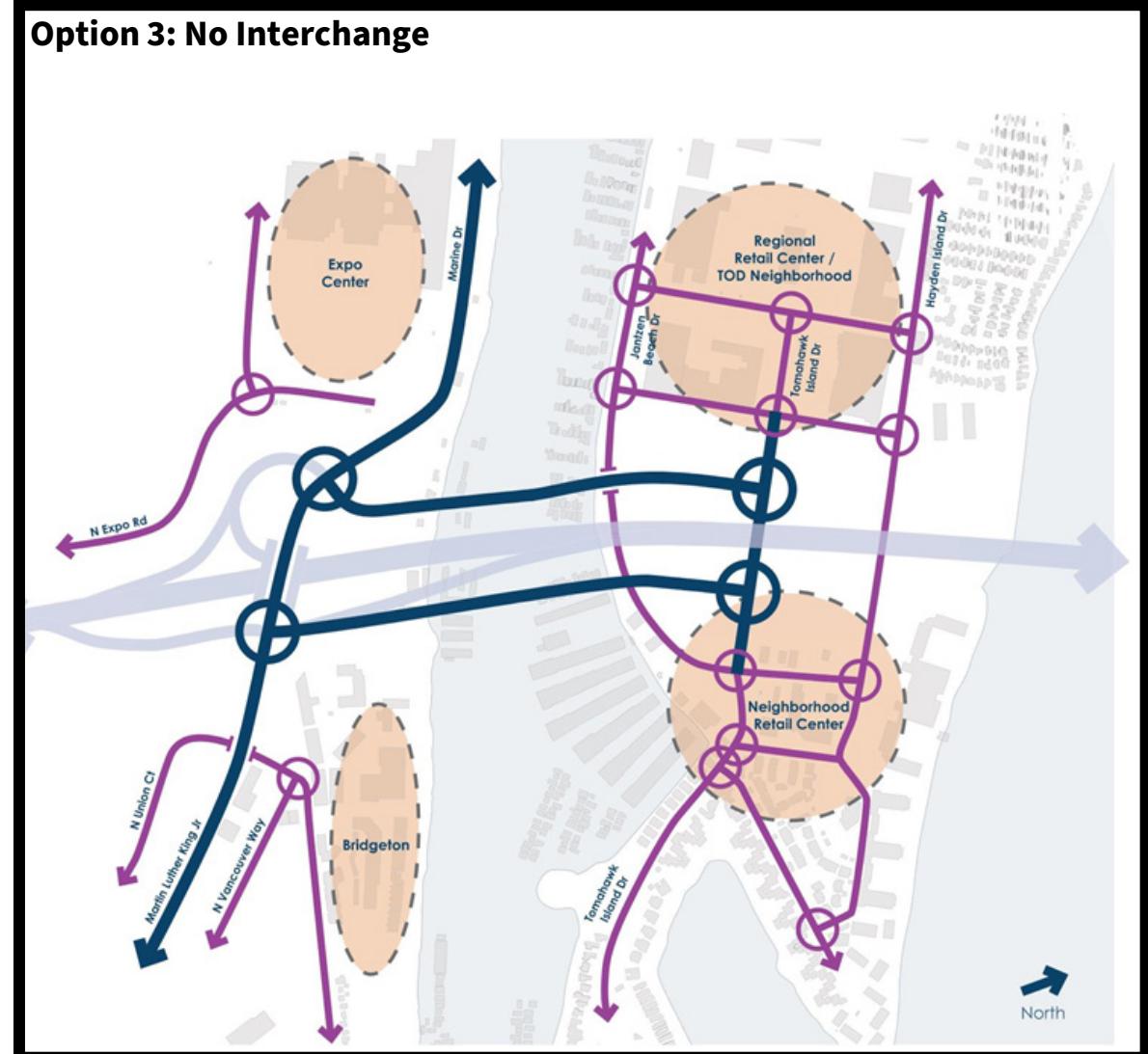
# Partial Interchange Option

- ▶ Provides ramps to/from the north to Hayden Island
- ▶ A complete interchange at Marine Drive with access to/from the south is provided through the Marine Drive interchange and an arterial bridge between Marine Drive and Hayden Island
- ▶ This configuration reduces overall width, footprint, and associated impacts of infrastructure improvement across North Portland Harbor and Hayden Island



# No Interchange Option

- ▶ Full interchange at Marine Drive, no interchange on Hayden Island
- ▶ Access to Hayden Island via Marine Drive interchange and arterial bridges
- ▶ This configuration minimizes the overall width, footprint, and associated impacts of the infrastructure improvements across North Portland Harbor and Hayden Island



# High-Capacity Transit

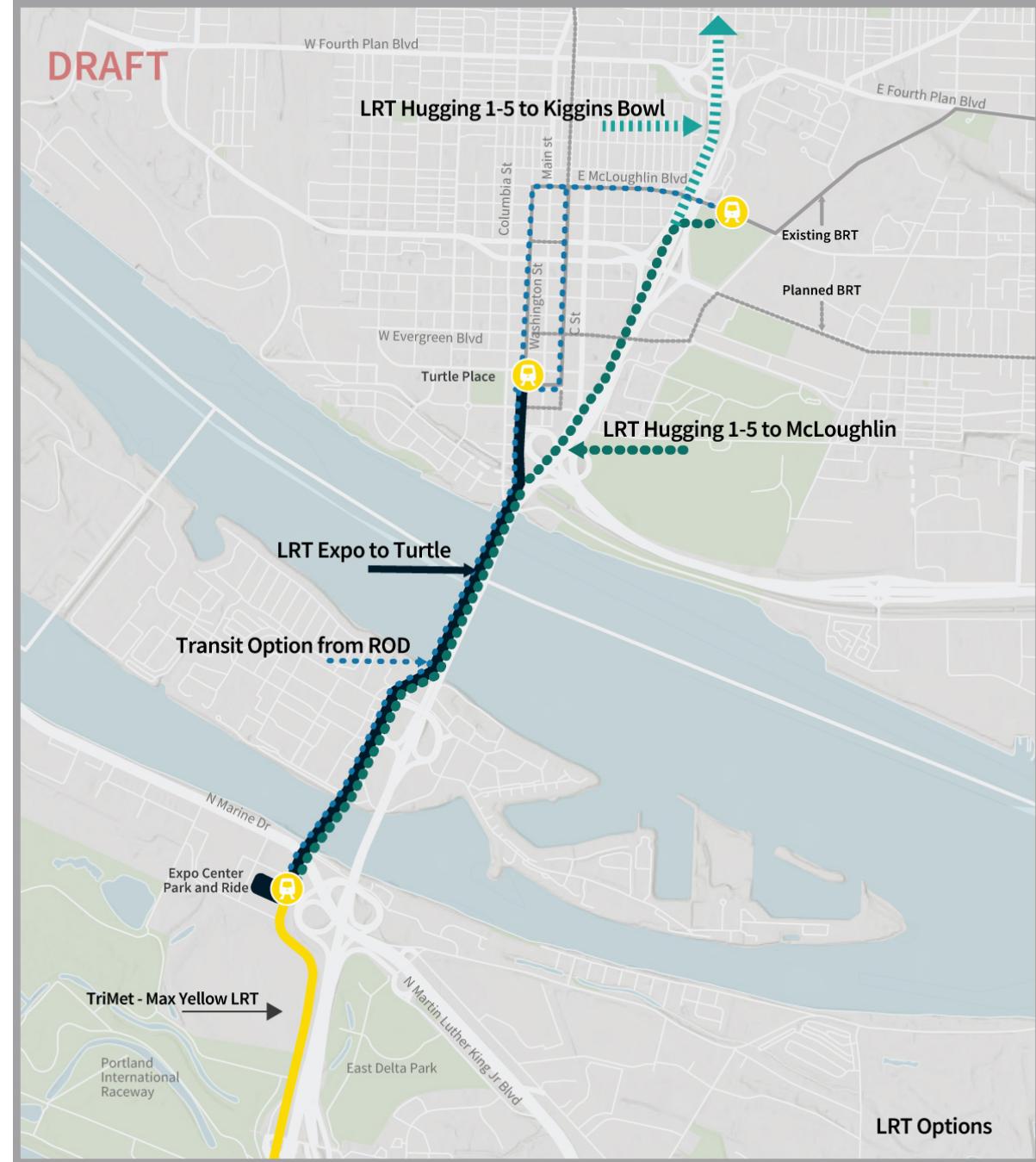
Light Rail Transit (LRT) currently operates in Portland, with the Yellow Line terminating at Expo Center, near the southern border of the program area. Bus Rapid Transit (BRT) currently operates in Vancouver as The Vine, with its southern-most stop located at Turtle Place in downtown Vancouver.

- ▶ **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 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.

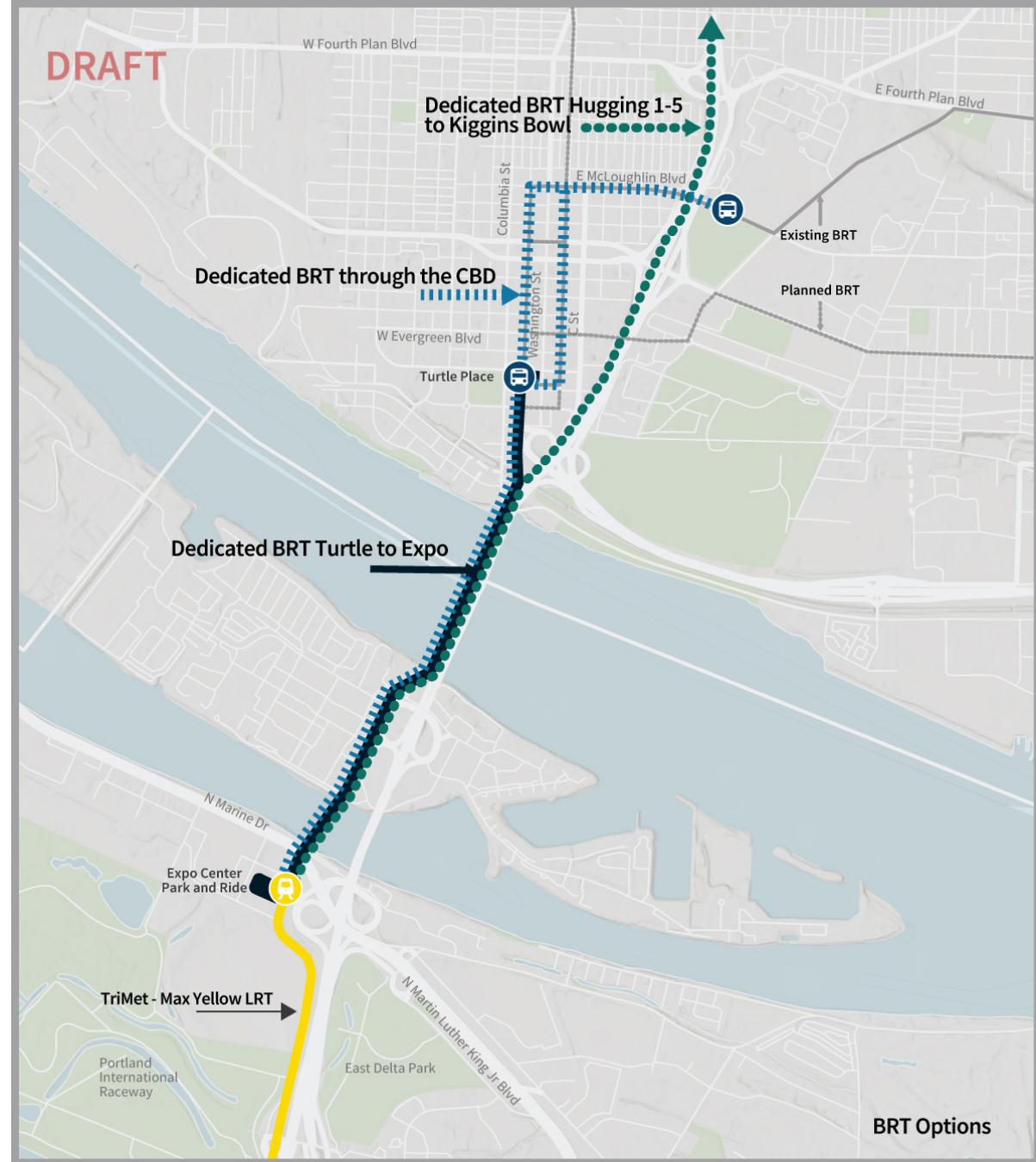
# Light Rail Transit Options

- ▶ **The 2013 Locally Preferred Alternative**
  - LRT would extend from the Expo Center to a terminus near Clark College.
- ▶ **LRT One Station in Vancouver**
  - LRT would extend from Expo Center to Turtle Place.
- ▶ **LRT Hugging I-5 Near McLoughlin**
  - LRT would extend from Expo Center to McLoughlin in a dedicated guideway adjacent to I-5.
- ▶ **LRT Hugging I-5 to Kiggins Bowl**
  - LRT would extend from Expo Center to Kiggins Bowl in a dedicated guideway adjacent to I-5.



# Bus Rapid Transit Options

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



# Hybrid Transit Option

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



# Bus on Shoulder Transit Option

- ▶ 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 99<sup>th</sup> to downtown Portland.



## Audience Participation Question:

**What aspect of the bridge design do you care about most?  
(select all that apply)**

- ▶ Where on/off ramps are located
- ▶ Number of on/off ramps
- ▶ Safety improvements for walking, biking or rolling
- ▶ Earthquake resilience
- ▶ Transit options
- ▶ Number of lanes
- ▶ Cost
- ▶ Climate impact

# 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](http://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](http://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**





# Questions?

Submit your questions in the chat.

# Frequently Asked Question

## ► Will there be tolls?

- A program of this size won't rely on a single source of funding. We are committed to looking at all potentially viable funding sources, including state, local, federal and tolls
- Equity is ingrained within the conversation surrounding tolls to ensure an inclusive, equitable outcome and viable funding source
- Cost estimates and possible funding sources will be updated as work continues
- More analysis and community engagement will occur before details are determined

# Frequently Asked Question

## ► **Is this program just an expansion of the I-5 freeway?**

- The community has told the IBR program that a safe, reliable transportation system with a variety of multimodal choices is important to them
- To address these priorities, the program is looking at interchange improvements, potential addition of auxiliary lanes, dedicated guideways for high-capacity transit, and a wider shared-use path for active transportation
- Preliminary design options seek to balance the need to improve safety, reduce congestion, and deliver multimodal choices while minimizing bridge footprint and environmental impacts

# Stay Connected & Get Involved

- ▶ Sign-up for our monthly newsletter:  
[interstatebridge.org/news](http://interstatebridge.org/news)
- ▶ Attend a program meeting or community engagement event:  
[interstatebridge.org/calendar](http://interstatebridge.org/calendar)
- ▶ Follow us on social media: @IBRprogram





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**Thank you!**

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