



IBR Executive Steering Group Meeting

September 15, 2021

11:00 a.m. – 1:00 p.m.

www.interstatebridge.org

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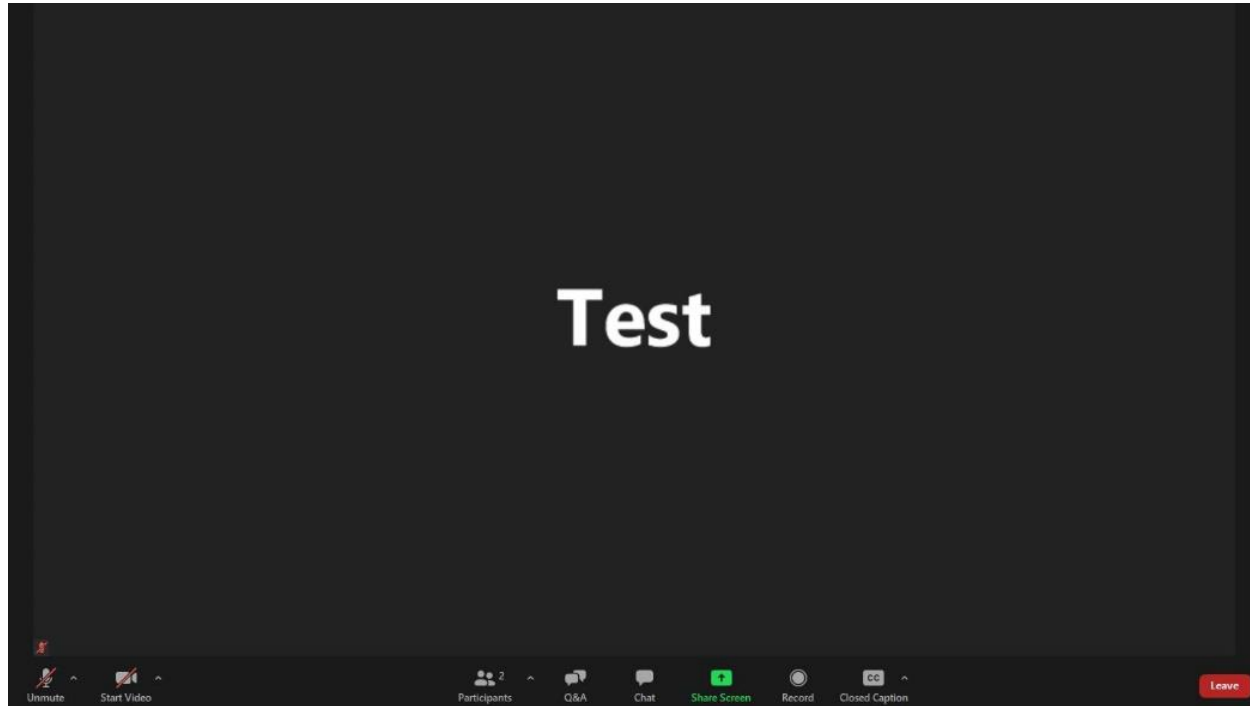
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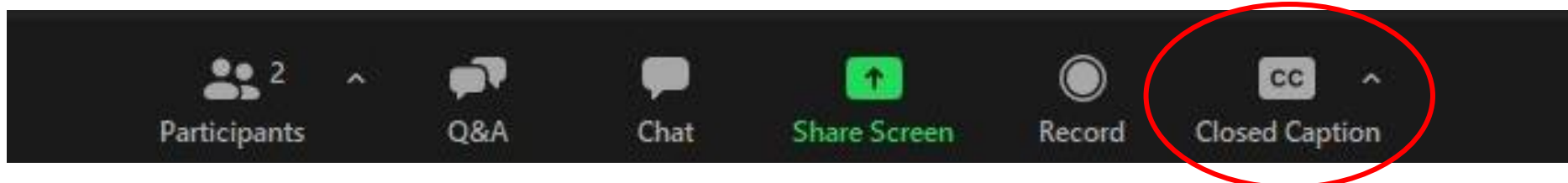
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Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ Before speaking, please state your name and affiliation to help attendees identify who is talking.
- ▶ 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 “ESG Public Comment” in the subject line
 - Call 888-503-6735 and state “ESG Public Comment” in your message





Welcome, Introductions, and Brief Updates from Around the Region

Welcome and Updates

- ▶ **Greg Johnson, Program Administrator**
 - Welcome and program updates
- ▶ **Executive Steering Group Members**
 - Regional updates
- ▶ **Deb Nudelman, Facilitator**



Meeting Agenda

Time	Topic
11:00-11:15 am	Welcome, Introductions, Proposed Agenda, and Updates
11:15-11:45 am	Information: Re-Confirming Bridge Replacement as the Corridor Solution
11:45-12:40 am	Information and Feedback: Progress on Technical Work toward an IBR Solution
12:40-12:50 am	Opportunity for Public Input
12:50-1:00 pm	Confirm Upcoming Meeting Topics, Next Steps, and Summary
1:00 pm	Adjourn

Meeting Ground Rules

- ▶ Honor the agenda
- ▶ Listen to understand and ask questions to clarify
- ▶ Hard on the problems, soft on the people
- ▶ Address interests and seek common ground
- ▶ Provide a balance of speaking time





Re-Confirming Bridge Replacement as the Corridor Solution

Introduction

- ▶ In recent months, the program has heard from individuals and stakeholders requesting the program consider previously studied alternatives as potential solutions to the Interstate Bridge corridor, including:
 - Third Bridge or Supplemental Bridge
 - High-Speed Rail
 - Common Sense Alternative II
 - Immersed Tube Tunnel
- ▶ The program team reviewed and analyzed these potential solutions and summarized the information in a series of memos
 - Memos available at www.interstatebridge.org/library under “Environmental Documents”
- ▶ Today we will provide a high-level overview of that information to confirm your understanding of our analysis and approach moving forward

Purpose and Need

- ▶ **An alternative must address the transportation needs of the I-5 corridor/bridge:**
 - Growing travel demand and congestion
 - Impaired freight movement
 - Limited public transportation operation, connectivity, and reliability
 - Safety and vulnerability to incidents
 - Substandard bicycle and pedestrian facilities
 - Seismic vulnerability of the I-5 bridge

Key Findings on Purpose and Need

▶ Third Bridge

- Transit, bike, and pedestrian access would be out of direction for the I-5 corridor
- Would not address safety and congestion in the I-5 corridor
- Seismic vulnerability would remain for the Interstate Bridge
- Bridge lifts would continue at the Interstate Bridge

▶ High-Speed Rail (HSR)

- Designed for long-distance travel (could not achieve high speeds between Portland/Vancouver)
- Not anticipated to sufficiently reduce congestion in the I-5 corridor
- Safety deficiencies would remain for I-5 corridor and Interstate Bridge
- Would not address transit, bike, and pedestrian needs in the I-5 corridor and Interstate Bridge
- Seismic vulnerability would remain for the Interstate Bridge

Key Findings on Purpose and Need

▶ Common Sense Alternative II

- Would not address safety and congestion in the I-5 corridor
- Transit, bikes, pedestrians, and local traffic would remain on existing bridge
- Bridge lifts would continue at the Interstate Bridge
- Seismic vulnerability would remain for the Interstate Bridge

▶ Immersed Tube Tunnel

- Safety concerns with locating vehicles, bikes, and pedestrians in a tunnel (e.g., fire)
- Would not be able to connect to Hayden Island and downtown Vancouver
- Approximately twice as expensive as a replacement bridge
- Additional impacts to natural and cultural resources

Conclusion

- ▶ In summary, the analysis and screening conducted on these potential solutions during the previous project is still valid
- ▶ The dismissed alternatives do not meet the Purpose and Need for the IBR program and will not be given additional consideration
 - This does not prevent additional planning for future projects that may include high speed rail or a third bridge

More information is available at

www.interstatebridge.org/library under “Environmental Documents”



Question/Answer and Group Discussion

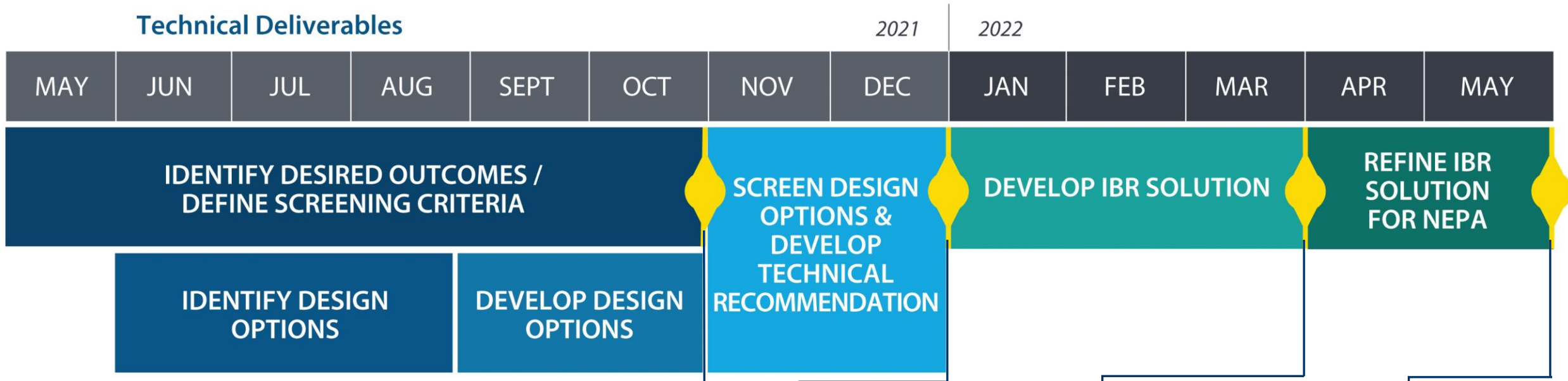
Outcome:

Confirm understanding of solutions that continue to not meet Purpose and Need and will not be given additional consideration.

Progress on Technical Work toward an IBR Solution

Getting to the IBR Solution: Technical Work Overview

Technical Deliverables



ESG Engagement

- Seek agreement in principle (AIP) around desired outcomes and screening criteria process

Review list of developed design options
- Review and understand design option trade offs along with feedback on the completed screening matrix that offers a technical recommendation for a unified multimodal design
- Collaborate with partners and stakeholders to develop and reach consensus on the IBR solution
- Refine IBR Solution to move forward with the NEPA process

Developing an IBR Solution for the Region



Program Desired Outcomes

Observable and measurable accomplishments for the IBR program

Program-Level Performance Measures

Indicators to measure the IBR program's success over the lifespan of the program

Design Option Screening Criteria

Requirements used to assess the trade-offs or potential impacts among the design options considered

Where We Are: Desired Outcomes and Screening Criteria



- ▶ Developing design options to respond to changes, developing screening criteria to advance desired outcomes
- ▶ Working with partners, CAG, and EAG to coalesce around how desired outcomes and screening criteria, housed in a screening matrix, will lead to the IBR Solution
- ▶ We will continue to refine with our partners and bring back a screening matrix to the ESG at the October 21, 2021 meeting, seeking alignment at a conceptual level and agreement in principle (AIP)

Where We Are Going: Desired Outcomes and Screening Criteria

Working with program partners, we will:

- ▶ Establish a framework that maps desired outcomes to program-level performance measures and design option screening criteria
- ▶ Work with partners to translate aspirational outcomes into more specific metrics
- ▶ Refine the design option screening criteria based on desired outcomes
- ▶ Develop tailored screening matrices for each set of design options to differentiate performance, benefits, impacts, etc.

Progress on Developing Preliminary Design Options

Design Options: Where We Have Been and Where We Are Going

- ▶ **Spring and Summer 2021:** Working with partners to understand changes since past project to identify possible design options to study and evaluate in response to changes
- ▶ **Summer 2021:** Working collaboratively with partners to develop desired outcomes, proposed screening criteria and metrics, and a preliminary list of design options
- ▶ **Summer and Fall 2021:** Technical sessions with all partners to refine design options, and develop and review data inputs and modeling results

Engagement as We Develop Design Options

▶ Partner Agencies

- Executive Steering Group (ESG)
- Ongoing engagement with embedded partner agency staff
- Technical groups
 - *Hayden Island/Marine Drive*
 - *Downtown Vancouver*
 - *North Vancouver Interchanges*
 - *River Crossing/Alignment*
 - *Transit Options*
 - *Travel Demand Modeling*

▶ Advisory Groups

- Equity Advisory Group (EAG)
- Community Advisory Group (CAG)

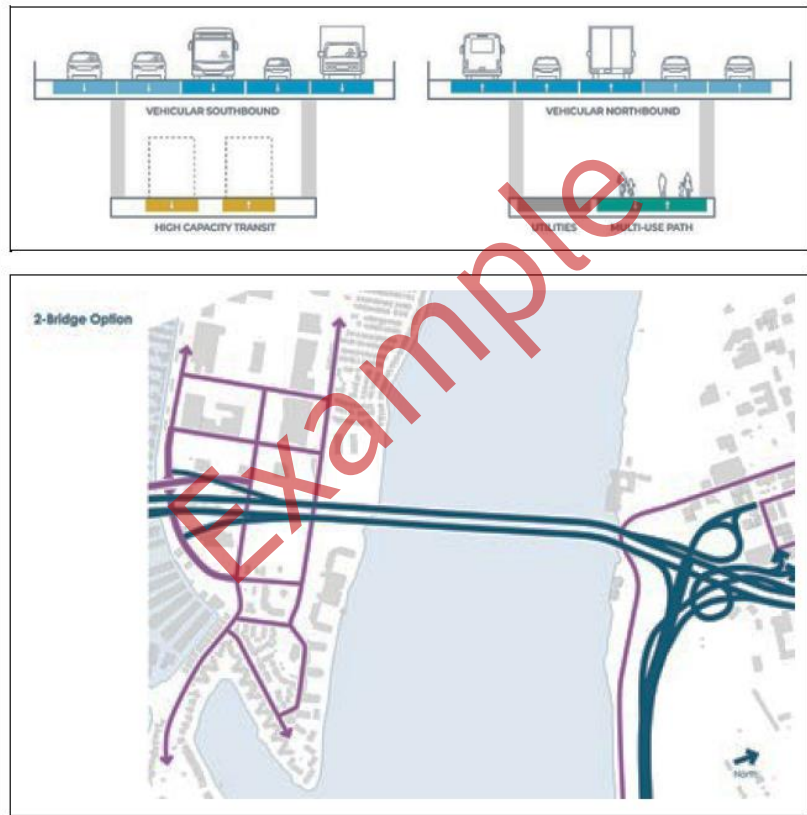
▶ Community Engagement

- Community Working Groups
 - *Active Transportation*
 - *Hayden Island/Marine Drive*
 - *Multimodal Commuter*
 - *Downtown Vancouver*
- Fall Community Engagement Events
 - *Community briefings*
 - *Online open house/engagement survey*

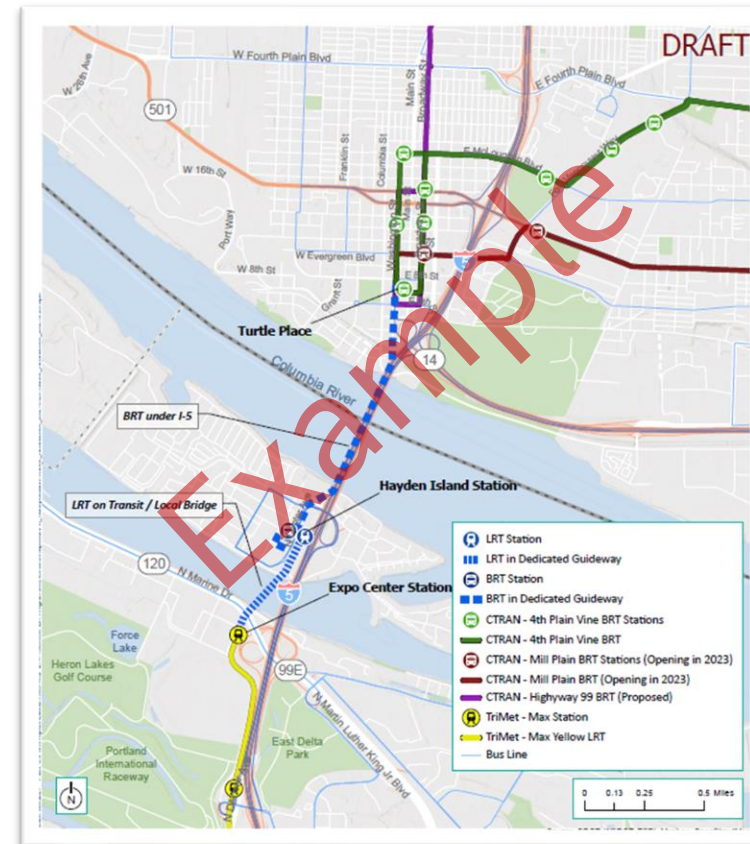
Developing Preliminary Design Options that are Responsive to Changes

- ▶ **River crossing and alignment**
 - Replacement bridge configuration including through lanes and auxiliary lanes, with options including:
 - *2013 LPA option, straight alignment, and stacked alignment*
- ▶ **Interchange improvements and roadway sections**
 - Road, interchange, transit, bicycle, and pedestrian improvements, with options including:
 - *North Vancouver: Mill Plain/4th Plain*
 - *Downtown Vancouver: 2013 LPA option and option with stacked river crossing alignment*
 - *Hayden Island/Marine Drive: Multiple options that include full interchange, partial interchange, and no interchange*
- ▶ **Replacement of North Portland Harbor Bridge**
 - Additional work will be done to identify impacts and considerations of replacing this bridge
- ▶ **Transit Options**
 - Multiple high-capacity transit combinations in dedicated guideway, with options including:
 - *Alignments: Near I-5 or in the center of I-5*
 - *Mode: LRT/BRT/Express Bus on Shoulder*
 - *LRT extensions to locations including Hayden Island, McLoughlin/I-5 and Kiggins Bowl in Vancouver*
 - *BRT extensions to Hayden Island and Expo Center*
- ▶ **Active Transportation improvements**
 - Additional detail on improvements and connections will be added in Fall 2021

August: Preliminary Design Option Examples



Example: Bridge alignment option detail



Example: Transit option detail

Spotlight on Transit

Transit Objectives

- ▶ Support the Purpose & Need, center the options with climate and equity
- ▶ Optimize the High-Capacity Transit (HCT) options to encourage ridership and create an attractive choice in a cost-effective way
- ▶ Leverage previous planning and design
- ▶ Ensure transit demand in the corridor fits into the long-term public transit networks in each state
- ▶ Integrate new service across the bridge to the rest of the regional transit service

The transit solution will be part of the overall multimodal design solution.

Transit Trade Offs and Performance

- ▶ Model to identify trade offs to inform consideration of transit options
- ▶ Engage with CAG and EAG to get feedback on considerations such as transit access, connections, and priorities.
- ▶ Integrate transit options into the multimodal design options for screening

EVALUATION MEASURE	
	Ridership
	Transit Boardings
	Corridor Transit Trips
	I-5 Columbia River crossings
	Station Mode of Access
	Park and Ride Demand
	Market Analysis
	Transit Travel Time
	Capital Costs
	Operating and Maintenance Costs
	Climate Resiliency
	Proximity to HCT for Equity Priority Communities
	Mobility for Equity Priority Communities
	Potential Property Impacts

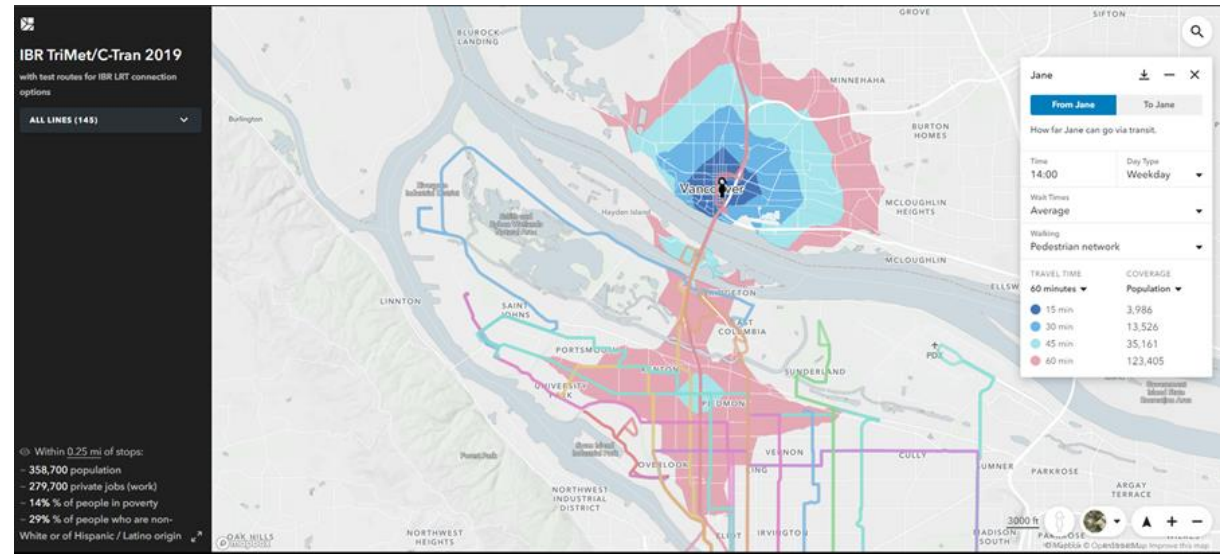
Early Equity-Focused Transit Measures

Physical access to stops

Local and regional mobility

Property impacts

- ▶ DRAFT high level equity-focused transit performance measures



- ▶ One Tool we will utilize : An isochrone map in geography and urban planning is a map that depicts the area accessible from a point within a certain time threshold.

Early Climate-Focused Transit Measures

Ridership, boardings, mode of access

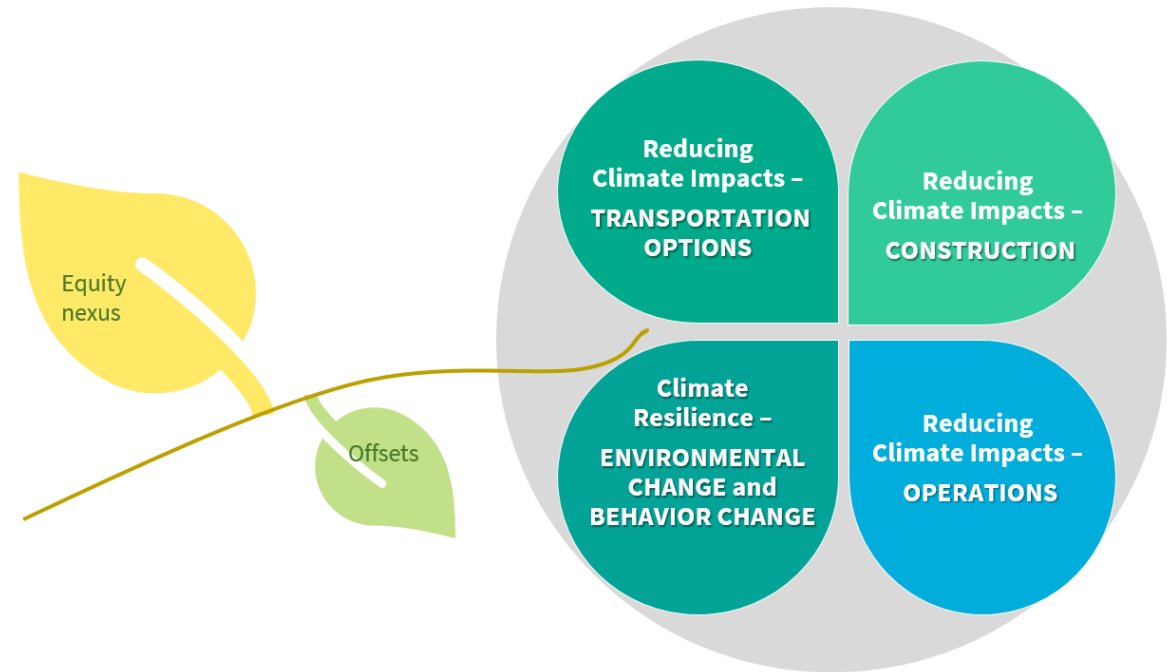
Mode shift

Reliability in extreme weather

Fostering walkable communities

Relative carbon impact for construction and O&M

- ▶ DRAFT high level climate-focused transit performance measures



Climate Framework

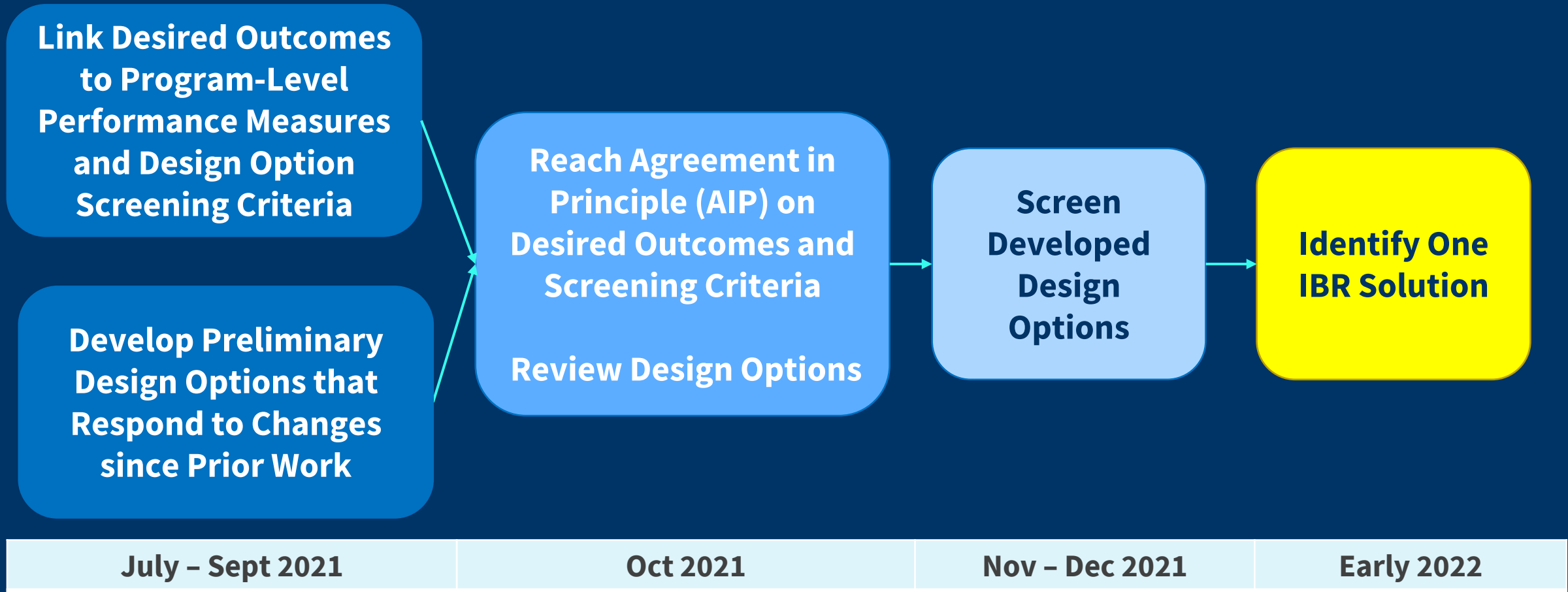
Design Options: Next Steps

- ▶ Design option definition
 - Local street connections and access to multi-use paths, ramps, and transit options
- ▶ Additional data generation and analysis
 - Modeling options for screening
 - Refinement of equity and climate data
- ▶ Screen design options in November and December to evaluate performance



Example: Advancing design for screening

Heading to an IBR Solution



Group Discussion

- ▶ How is the proposed approach meeting regional partner interests?
- ▶ What suggestions or feedback do you have for improving the process, progress, and potential outcomes?
- ▶ Anything else you are wondering or worrying about?



Opportunity for Public Input

Comment Instructions

To make a verbal comment:

- ▶ If you have joined by Zoom, click “Raise Hand.”
- ▶ If you have joined by phone, press *9 to raise your hand.
- ▶ The facilitator will call on participants. You will receive an “unmute” request. Please accept it. If you are commenting by phone dial *6 to unmute.
- ▶ Please provide your name and affiliation.
- ▶ Attendees will be allocated up to 2 minutes for public comment depending on the number of commenters up to a total of 10 minutes.



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 comment form on program website or email comments to info@interstatebridge.org with “ESG Public Comment” in the subject line.
- ▶ Call 888-503-6735 and state "ESG Public Comment" in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to ESG members. Comments received after that point will be distributed to members in advance of their next meeting. All comments are posted on the IBR website.



Confirm Upcoming Meeting Topics, Next Steps, and Summary

Next Steps, Action Items, and Summary



- ▶ Next meeting: **Thursday, October 21 from 10am – 12pm**
- ▶ Confirm upcoming meeting topics:
 - ▶ Seeking alignment and an Agreement in Principle (AIP) on desired outcomes, screening criteria, and the screening process
 - ▶ Progress on developing design options
 - ▶ Community Working Groups and Fall Community Engagement
- ▶ Review action items and summary



Thank you!