

TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Jeananne Edwards • Connor Godsil • Corey Grandstaff • Leah Jackson •
Mike Paine • Mario Raia • Eduardo Ramos • Derya Ruggles • Ken Williams

November 1, 2022

Time: 4:02 – 7:40 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:16)

The November 1, 2022 meeting of the Transportation and Mobility Commission was called to order at 4:02 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Corey Grandstaff, Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

ACTION ITEMS

ADOPTION OF MINUTES (01:37)

Motion by Commissioner Ruggles, seconded by Commissioner Paine, and carried unanimously to approve the October minutes.

STAFF COMMUNICATIONS (02:57)

- **2022 Multimodal Construction Projects: Define Multiuse Path, 18th and Devine ADA Improvements, and Northwest Neighborhoods Connectivity Project**
Rebecca Kennedy, Deputy Director, Community Development, and Ryan Lopossa, Streets and Transportation Manager, Public Works were present to answer questions regarding the memo. Commissioners asked for updates on two additional Complete Streets projects on Columbia Street and McLoughlin Boulevard.
- **Main Street Streetscape Design**
Teresa Brum, Deputy Director, Economic Prosperity & Housing, Ryan Lopossa, Streets and Transportation Manager, Public Works and Ivar Christensen, Senior Civil Engineer, Public Works, were present to answer questions regarding the memo. The Commission asked if the City is working with businesses along the corridor to address disruptions from construction. Staff responded the City has partnered with the Vancouver Downtown Association for this project. The City also recently hired Julie Arenz to work on small business retention. There are two open house events in November and December for the public to share their feedback on the project.
- Rebecca Kennedy provided an update on the Commissioners terms. The City extended the terms for all boards and commissions by one year.

WORKSHOP (18:08)

Phase II of Fourth Plain and Ft. Vancouver Way Safety and Mobility Project – Fourth Plain between Ft. Vancouver Way and Andresen

Kate Drennan, Principal Planner, CDD; Nadine Appenbrink, Consultant Deputy Project Manager, Parametrix; Adrianna Stanley, PE, Consultant Project Engineer, Parametrix

Kate Drennan presented an overview of Phase II of this project, and Nadine Appenbrink presented on the feedback gathered from the community on design options for the corridor. The team also summarized specific engagement with the Fourth Plain business community including in-person canvassing to gather feedback on the broad lane repurposing concept and specific design options.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Who provided the feedback at the businesses? Staff responded they spoke with business owners or managers. Council directed staff to conduct additional outreach to the business community at their last workshop on the project.
- What percentage of businesses along the corridor engaged in feedback? Staff estimated 20 to 25% responded.
- Can other businesses provide feedback if they have not already? Staff responded all the businesses should have received a mailer asking for feedback.
- How many of the respondents would like to bike, walk, or roll, or take some other mode of transit? Staff responded they would cross reference the responses in the outreach summary to get that information.

Adrianna Stanley presented the design alternatives, traffic analysis of existing conditions, 2040 no build option and 2040 build alternatives, including a summary of the constraints along the corridor that impact design options. Alternative 1 focuses on mobility lanes, and the presentation covered each of the cross sections along the corridor, indicating where traffic lanes, mobility lanes, and business access and transit (BAT) lanes would be located and how they would be designed in each segment.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- How are the bus rapid transit stations integrated into alternative one? Staff responded that this needs to be designed to facilitate biking and rolling through or around the station areas, as well as look at where the stops are in relation to intersections.
- What are concurrency requirements, what influences them, how flexible are they, and how do they relate to complete streets policies? Staff responded concurrency standards are part of Washington state law to set a standard for performance of a roadway. Vancouver uses average corridor speed during peak hours in the morning and evening. The current standard is not informed by the complete streets policy because the concurrency standard is older. With the Transportation System Plan update that is underway, staff is looking to use different methodology to measure the performance of streets.
- How is safety for non-vehicular traffic measured? Staff responded in the Transportation Improvement Program, safety is measured and prioritized for specific projects. The City also utilizes a collision dashboard to understand the number and types of crashes that occur along different segments that are being studied for complete streets treatments.

The presentation continued with alternative 2, which focuses on transit mobility and the presentation covered each of the cross sections along the corridor indicating where traffic lanes, mobility lanes, and

business access and transit (BAT) lanes would be located and if present how they would be designed in each segment.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- How are bus stops integrated with the bike lane? Staff responded there are a few treatments that could be used. One option is to pull into the bike lane and another option is to build up the space between the buffer and the curb to be a pedestrian space. Bikes would go up and over the station platforms, but these would be extended to preserve separate space for lighting, people waiting for the bus, and people using the mobility lanes.
- If the bus stops in the general purpose travel lane, how does that affect the speed of traffic? Staff responded that would need to be further analyzed to understand approximate delays. With the BRT, stops are quicker, averaging approximately 17 seconds of dwell time per stop.
- Between 62nd and Andresen, where do the bikes go? Staff responded that's the challenge here, as we need to maintain the two westbound general purpose travel lanes. We'd need to look at transitioning bikes on or off the corridor, such as a parallel route.
- An option to repurpose a travel lane in each direction between 62nd and Andresen for a mobility lane with buses stopping in the lane. Staff responded this segment has the heaviest traffic. If the bus is in the general purpose travel lane, it will be slowed down with the other traffic moving through the corridor.
- Amount of traffic going each way and option to repurpose lanes between 62nd and Andresen. Staff responded there is more traffic moving westbound, which is why two general purpose travel lanes are retained in alternative 2. Eastbound needs a BAT lane to maintain speed and reliability for BRT.
- How is the BAT lane enforced? Staff responded it's a challenge. There need to be signs and striping to indicate where cars can and cannot be. The consultants are working on an implementation plan for this, which includes an education campaign, warnings, and eventually enforcement and fines.
- Desire to find a solution for bicyclists from 62nd to Andresen, support for keeping bikes off sidewalks, and avoiding conflicts between pedestrians, bicyclists, and vehicles.
- Concerns with a BAT lane starting and stopping and desire for consistency through the corridor. Staff agreed that is a concern, and design considerations will be particularly important at intersections and bus stops to make clear where cars can be while maintaining the BRT speed and reliability.
- Consider repurposing the left turn lane where it's not serving businesses or minimally used. Staff responded there was strong feedback from the business community against making changes to how people access businesses., and that removal of the turn lane may not be supported by the business community.
- What would the pressure of removing a lane do to people's behavior?
- How these changes might affect public safety facilities on the corridor. Staff responded they're not aware of any concerns yet. There is space for vehicles to pull out of the way of emergency vehicles to get through. Staff will need to follow up with them later with emergency services provides as designs are advanced for the project.
- Potential for consideration of additional alternatives to address the Commission's concerns. Staff will bring a new option that reflects this discussion and the impacts to different users.
- What happens east of Andresen? Staff indicated that intersection and section will be part of a future project that aligns with pavement management work, and that it will be analyzed then to

extend complete streets and multimodal facilities. Given the limitations associated with projects intended to be accomplished within the right-of-way and utilizing the blank slate of pavement management and opportunities to change striping, it is harder to make major capital changes to intersections or roadway segments, both on the timing as well as funding side. It doesn't mean they aren't important, but that some of the additional changes might have to wait for future projects and funding.

COMMUNITY FORUM (1:55:52)

No members of the public were present to provide comments.

WORKSHOP (1:56:24)

2024 – 2029 Transportation Improvement Program

Chris Malone, Finance and Asset Manager, Public Works

Chris Malone presented an overview of the Transportation Improvement Program (TIP), how the TIP fits into the pipeline of transportation projects from policy and planning to construction, changes that were implemented to the TIP based on feedback from the Commission in 2021, project changes for 2024 to 2029, the interim process to score transportation projects, future changes to TIP prioritization, the public outreach process, public comments since the last TIP update, proposed updates to the City's arterial map that are recommended to be included in the TIP, and the proposed schedule for this year's TIP adoption.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- How to distinguish between capital projects and road improvements? Staff responded capital projects include street improvements and utility work. Improvements from the development community are not considered capital projects as they are not funded by the City. Some maintenance projects can turn into capital projects, such as active transportation projects implemented through the Pavement Management Program.
- What issues are addressed with the arterial map change to redesignate E. 18th Street from a collector arterial to a minor arterial? Staff responded this street is connecting two principal arterials. Transportation planners and engineers indicate that typically a street serving as a connector in this way should be a higher classification. This proposed change would provide more flexibility to serve the community. A minor arterial can be built to a larger standard to accommodate increases in traffic.
- Neighborhood concerns with E. 18th Street, and potential changes to increasing traffic in this area in conflict with safety for people walking and biking. Staff will follow up with details on the definitions of these designations and types of allowed traffic calming.
- Suggestion to add contact information and project goals on the project sheets. Staff agreed with these suggestions and are planning to include project origin details.
- If we remove the numerical score from projects, how do we ensure we have a level playing field for these projects? Staff responded they're working through this now, and hope to have a way to both numerically score projects and provide qualitative information about a project for Council to consider when making decisions.
- Accessibility of scoring projects in graph or spectrum. Staff agreed that is a concern. Data and scores are used to build those graphics, so there will still be a numerical representation of the score.

- How are projects evaluated after they are completed? Staff responded there is a process for the construction phase of a project. City inspectors evaluate the contractors work and alignment with the specifications of the project. On large projects, Council accepts the completed work and closes the contract with the contractor before moving on to the next project. There are also project evaluations as part of the complete street policy. When a project is complete, there is a yearlong review process to evaluate the project. Through the TSP update, there will be a defined and standardized set of evaluation criteria for complete street projects.
- Feedback on the outreach process for the TIP. Staff responded outreach hasn't started yet for this year's TIP. Some groups provided feedback to staff indicating they had provided feedback via other channels. Staff is planning to have phone conversations with stakeholders this year to get their feedback, rather than sending out a survey.

COMMISSION COMMUNICATION (2:59:44)

Commissioner Jackson indicated there are now No Right Turn on Red signs at the Columbia Street couplet, but there are issues at other intersections along the corridor where cars are turning right on red. Staff responded this is being reviewed as part of the project evaluation, and will indicate the following intersections need to be reviewed: Columbia at Fourth Plain, McLoughlin northbound, Evergreen, and at 13th where there is no bike box on either side.

Commissioner Ruggles expressed concerns with speed of traffic on Grand Avenue and the need for traffic calming.

ADJOURNMENT 7:40 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us

An aerial photograph of a city neighborhood, likely in Vancouver, Washington. The image shows a mix of residential and commercial buildings, a large parking lot, and a prominent water tower in the center. The area is surrounded by dense green trees. The sky is clear and blue.

The Heights District Project

Building A 20-minute Neighborhood

December 6, 2022

Transportation and Mobility Commission

Agenda

- Heights District Plan
- Advancing roadway design concepts
- Next steps

Purpose

- Update TMC on recent work to advance district mobility goals since plan adoption
- Set stage for future engagement in design decisions for key segments



Heights District Project



**Where have
we been?**



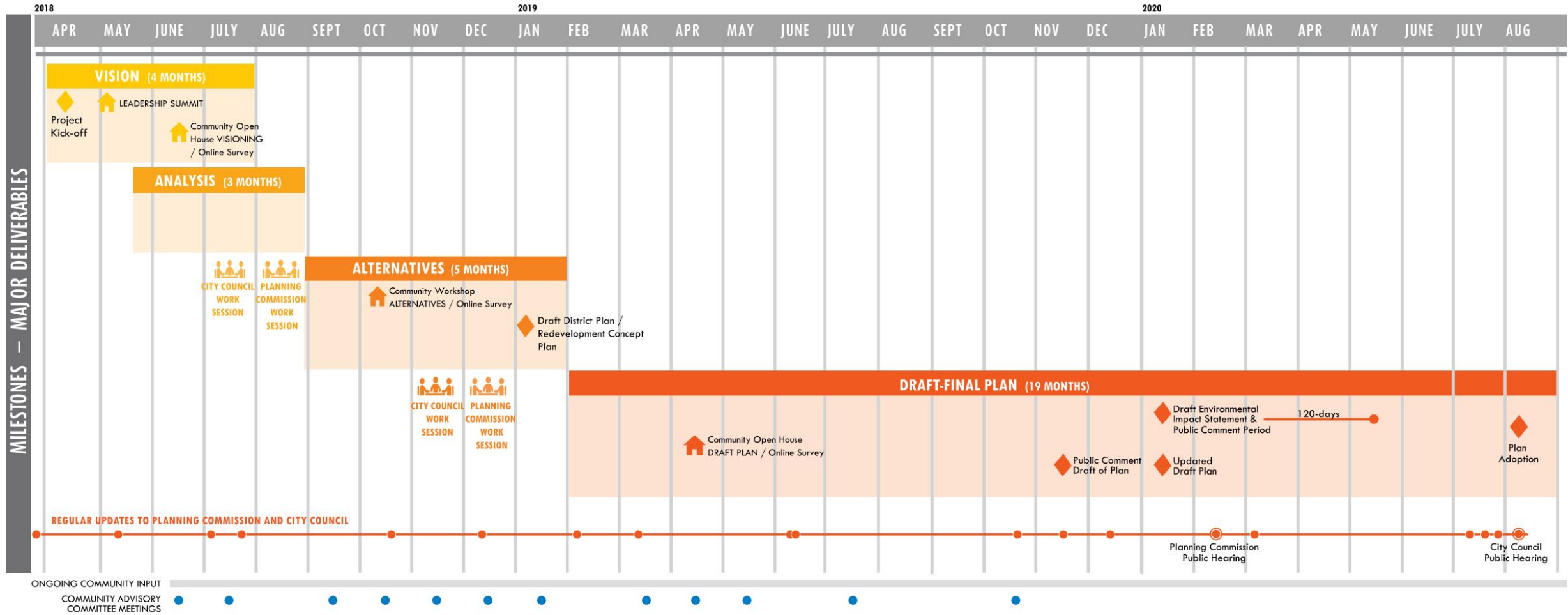
**Where are
we now?**



**Where we
are going?**

The Heights District Plan

TIMELINE





Where have we been?

2018-2020

The Heights Planning & Visioning

The Heights **District Plan**,
Regulations, Design Guidelines and
Roadway Standards



Overarching Driver

MIXED INCOME HOUSING

A fundamental driver of The Heights District is the integration of a variety of housing types and sizes that are available to diverse community members; including affordable, attainable and market rate housing.



Connectivity

CONNECTIVITY

To strengthen multi-modal connections and improve accessibility throughout The District and within the 20-minute walkshed.



Community Health,
Wellness & Equity

COMMUNITY HEALTH, WELLNESS AND EQUITY

To embrace and promote healthy living, universal design and social equity as core values of The District.



Sustainability

SUSTAINABILITY

To reflect social, economic and environmentally-friendly best practices.



Public Realm

PUBLIC REALM

To create a variety of vibrant community spaces that elevates the quality of life for all residents and visitors.



Arts/Culture

ARTS / CULTURE

To promote arts and culture in The District.



Economic
Development

ECONOMIC DEVELOPMENT

To attract private investment and deliver equitable public benefit.

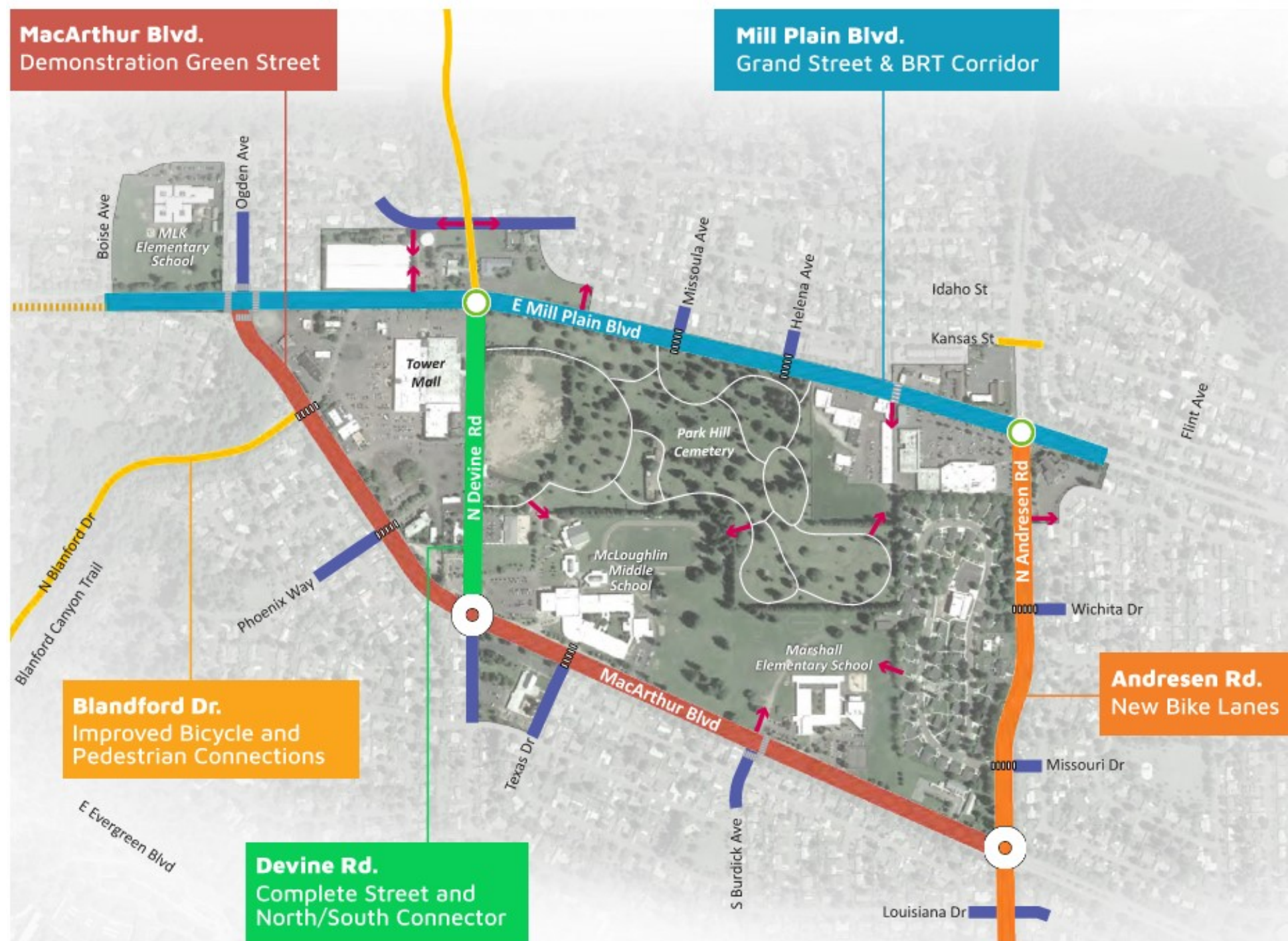


Urban Character/Form

URBAN FORM / CHARACTER

To promote good urban form that invites high-quality design and enriches safe places to enjoy.

Circulation and Access



Public Infrastructure Implementation

Mobility + Stormwater

Key elements:

- New street standards were developed for all new segments in the Heights
- New stormwater and urban forestry guidance document was developed to help inform integration of stormwater and street trees across the district.

Where are we now?



2022-2023
The Heights Design & Implementation
Design and Engineering
Equitable Streets, Plazas, and Parks

Transportation and Mobility Design Goals

Goal:

- **Connect schools, homes, jobs through walkable, pedestrian-friendly, and bikeable street and trail network**
- **Promote comfort and safety through improved lighting, traffic signals, round-a-bouts, mobility lanes, crosswalk striping, curb ramps, and intersections**



Universally
accessible public
areas and intersections
with curb ramps, or

level sidewalk and roadway surfaces
and special pavement materials and
striping for pedestrian and bicyclists.



Safety at
intersections through
enhanced traffic
signals, round-a-bouts

that reduce vehicle speed, and
crosswalks to support a comfortable
walking and biking environment.



Reduced
vehicle delay
and traffic
conflicts by way of

traffic signal timing, round-a-bouts, an
added turn lane (in some instances) and
separating walk and bike facilities from
vehicles.

Project Timeline

Design & Engineering

**Finish Existing
Conditions Study**

**Develop Grand Loop &
Open Space Concepts**

**Refine Design Concepts
& Cost Assessment**

June

July

August

September

October

November

December

January

February

March

**City Council Update
Project Summary Memo**

**Milestone #1
Public Meeting
& Open House**

**Preliminary Streets,
Plaza, Park and the
Grand Loop Design**

**Milestone #2
Public Meeting
& Open House**

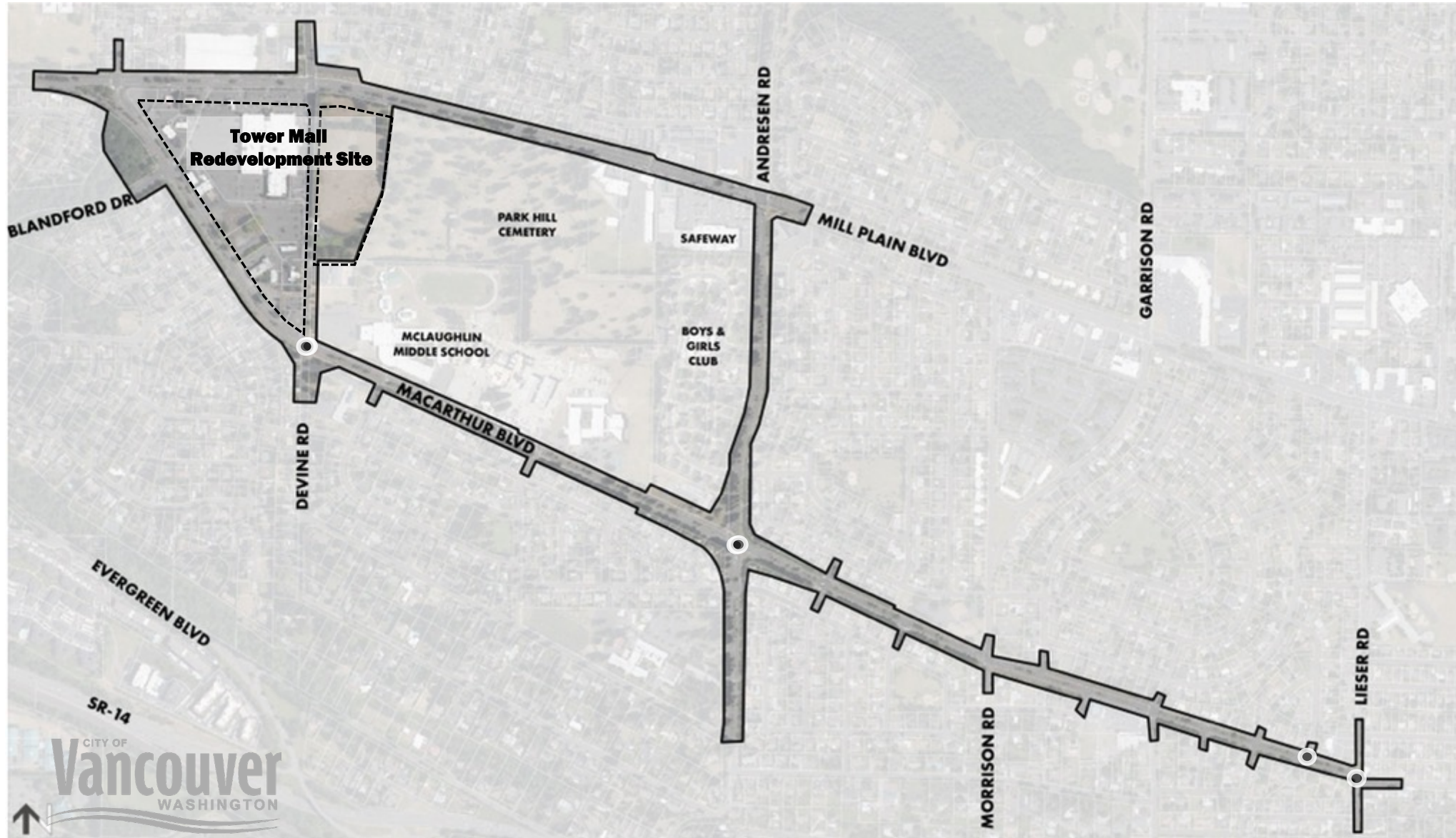
**Preferred Streets, Plaza,
Park and the Grand Loop
Design & Engineering**

Community Engagement

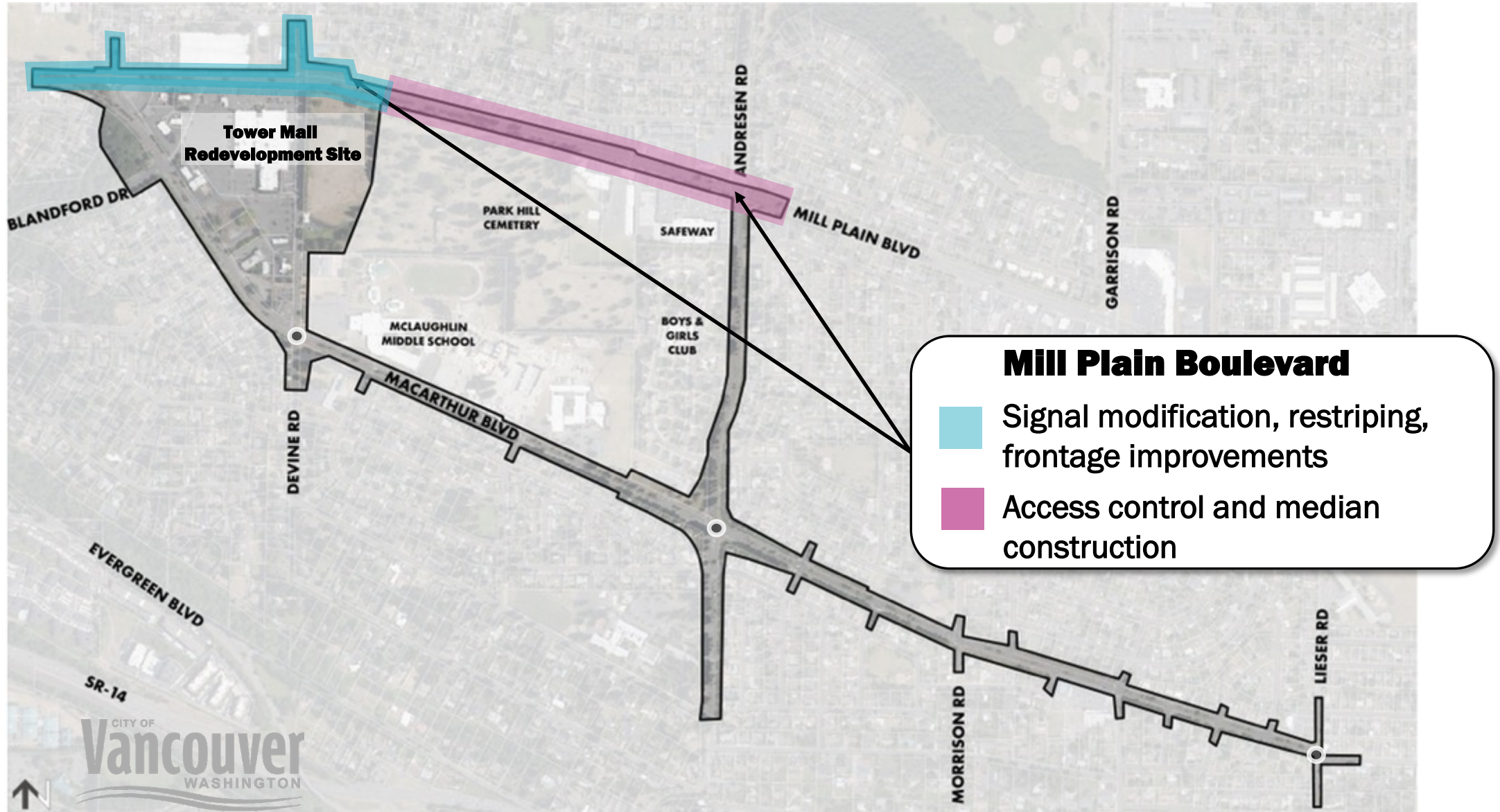
Towards a 'connected' 20-minute Neighborhood



Project Limits of 30% Design



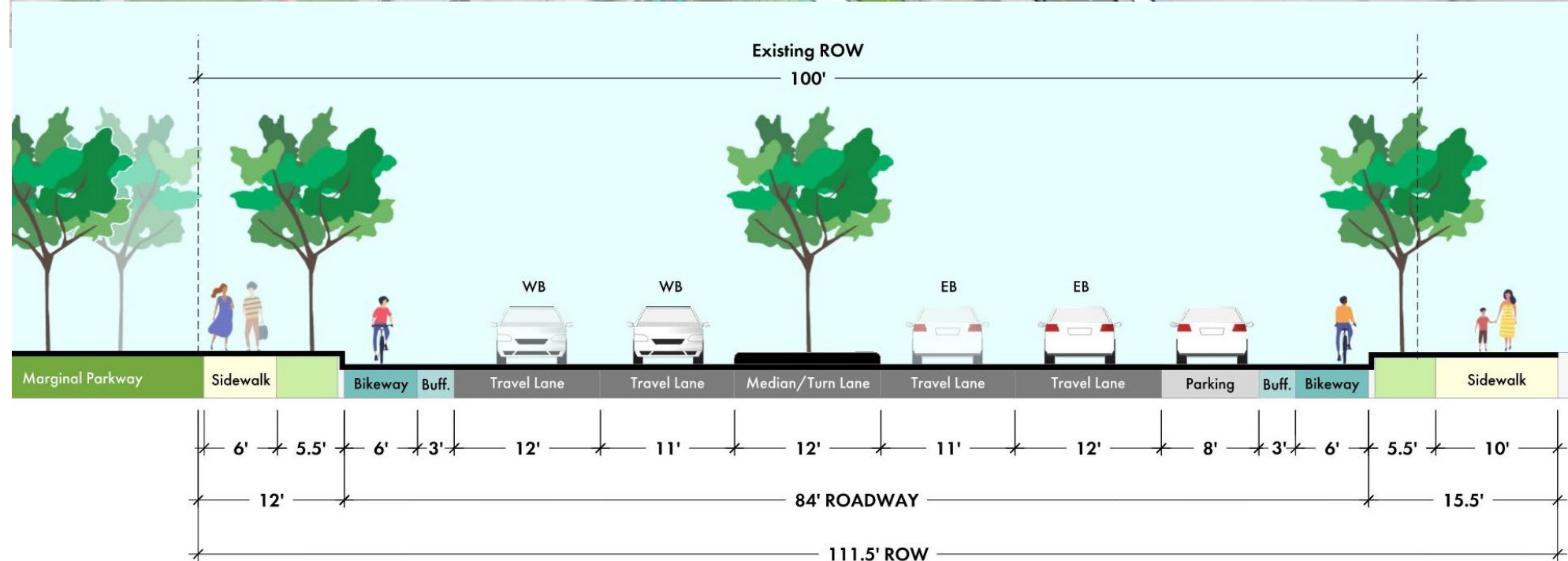
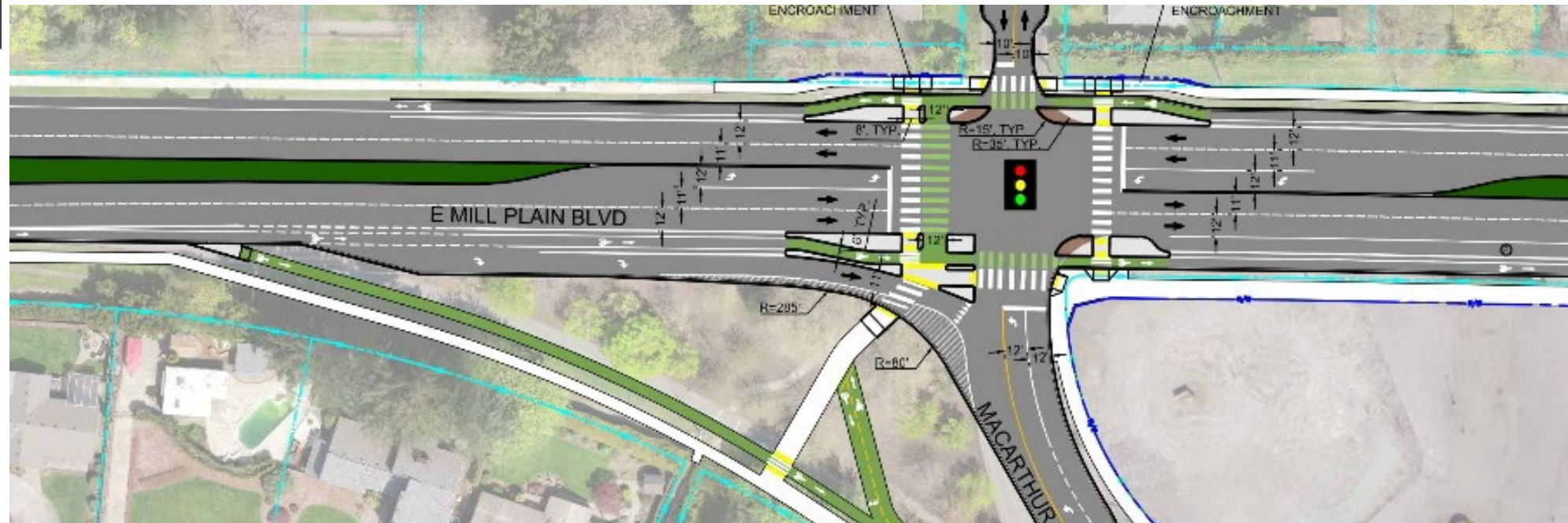
Transportation & Mobility Improvements



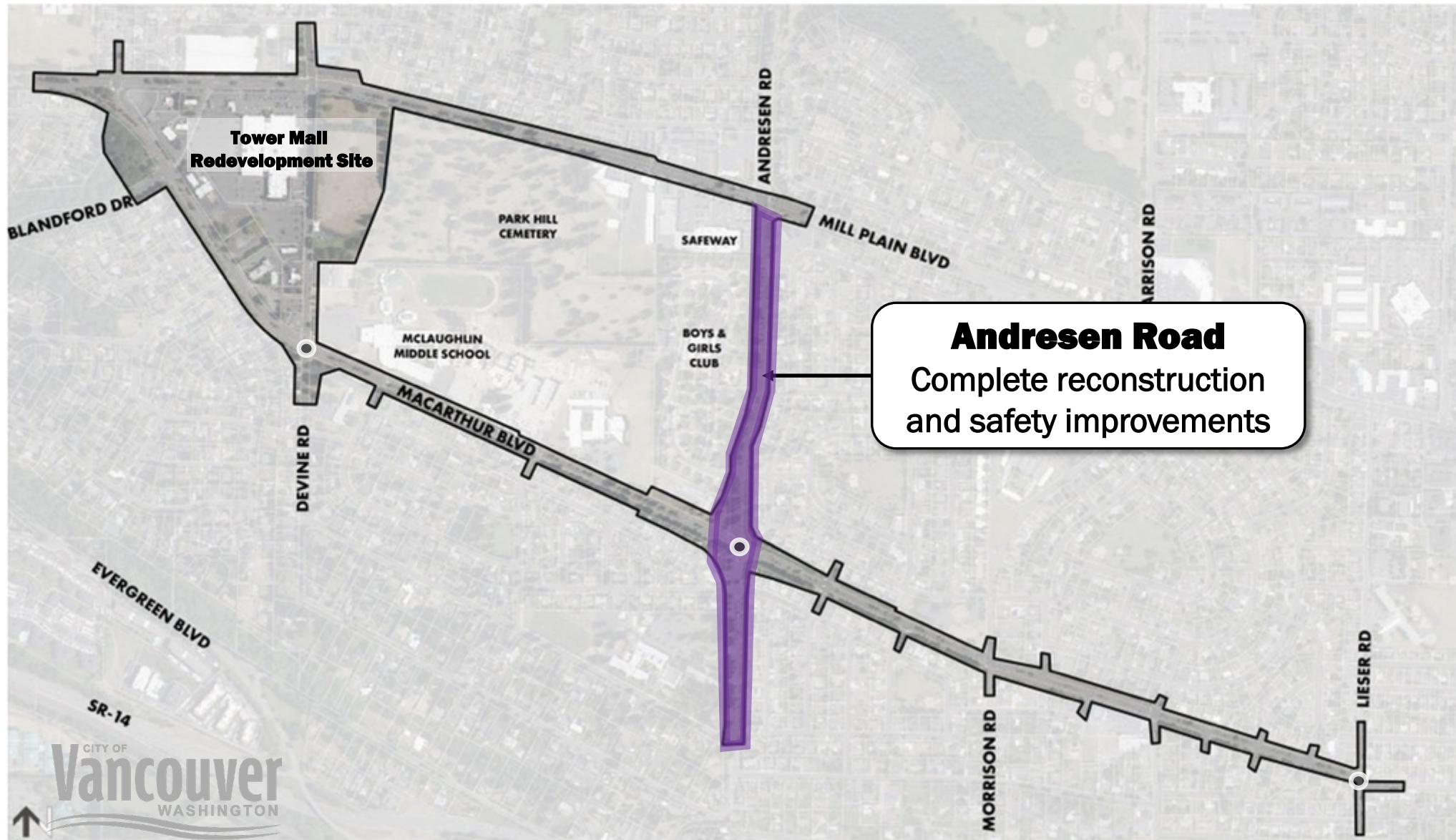
MILL PLAIN BLVD

Key elements:

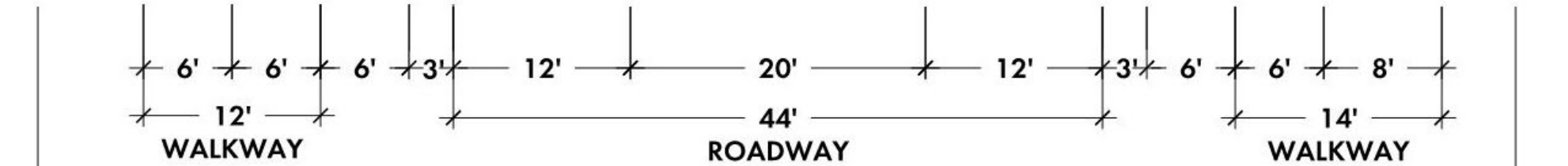
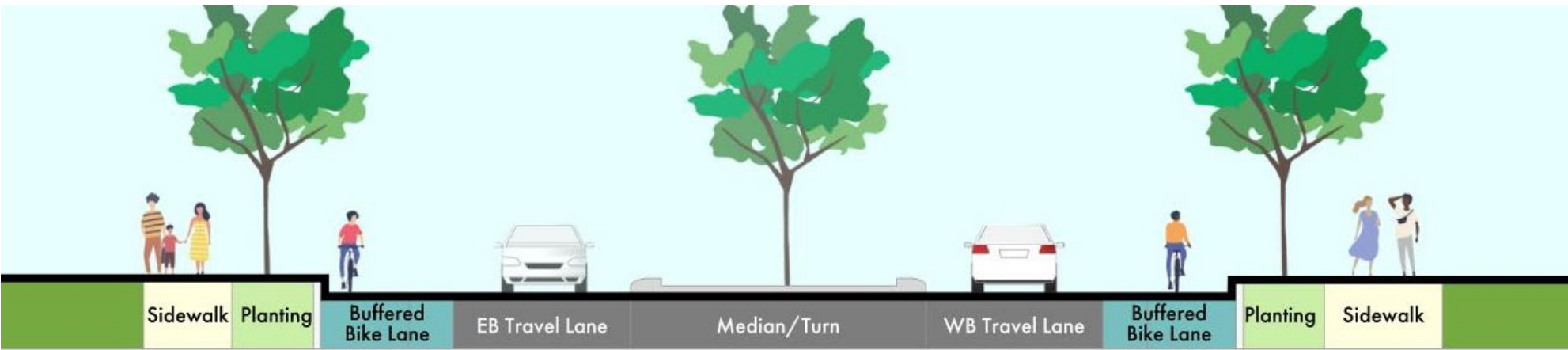
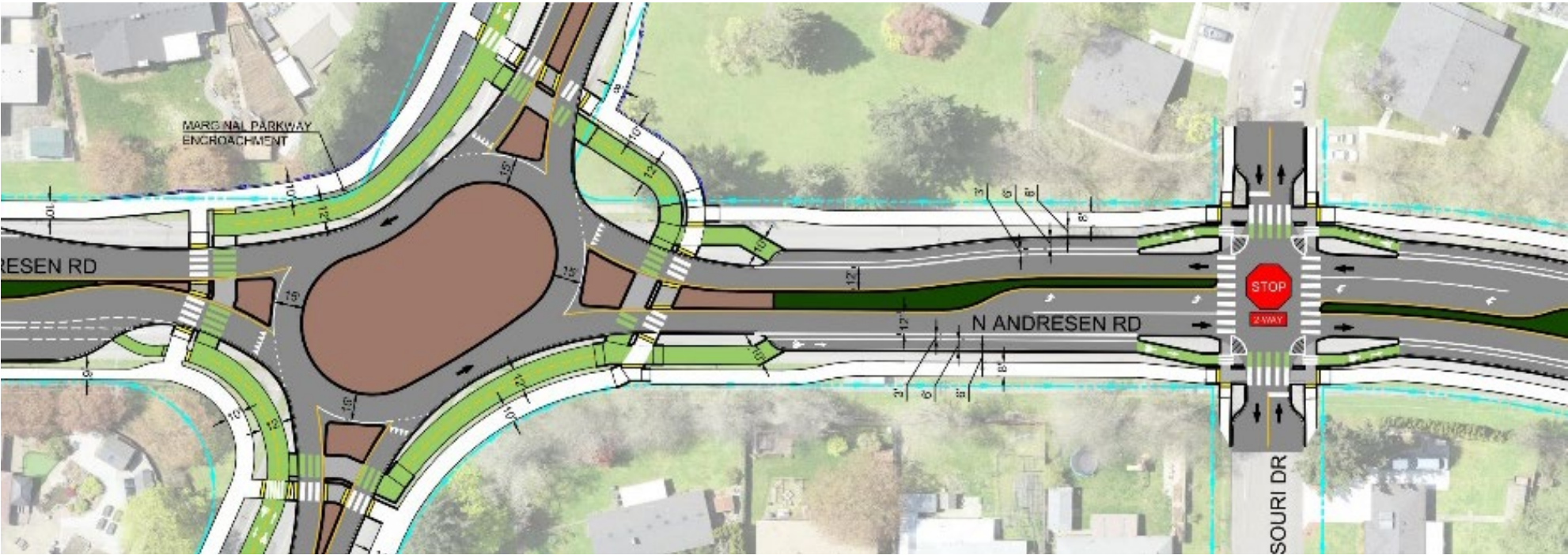
- Buffered Mobility Lanes
- Slower Auto Speeds
- Closure of westbound slip lane to MacArthur to vehicle traffic
- Dedicated WB to SB Turn Lane at MacArthur
- Linear Greenbelt Park
- Turning Radius



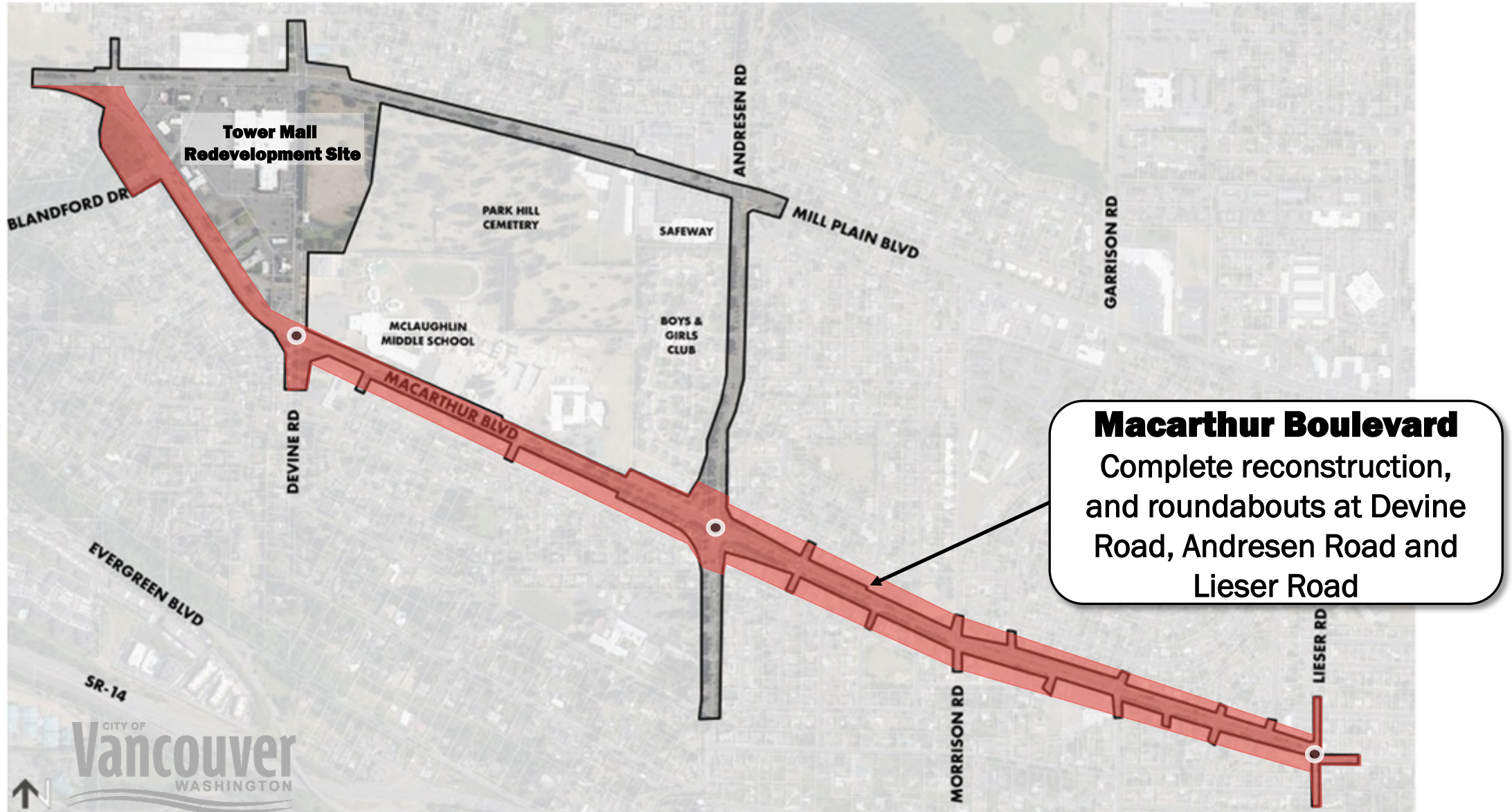
Transportation & Mobility Improvements



ANDRESEN ROAD



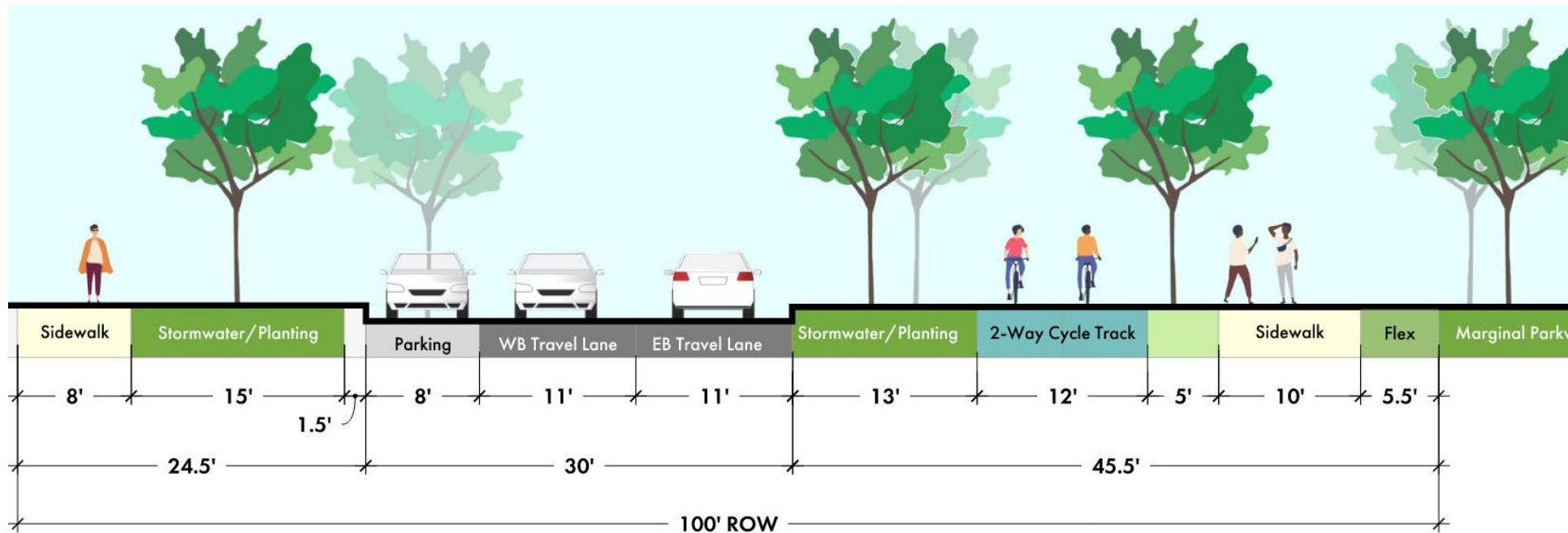
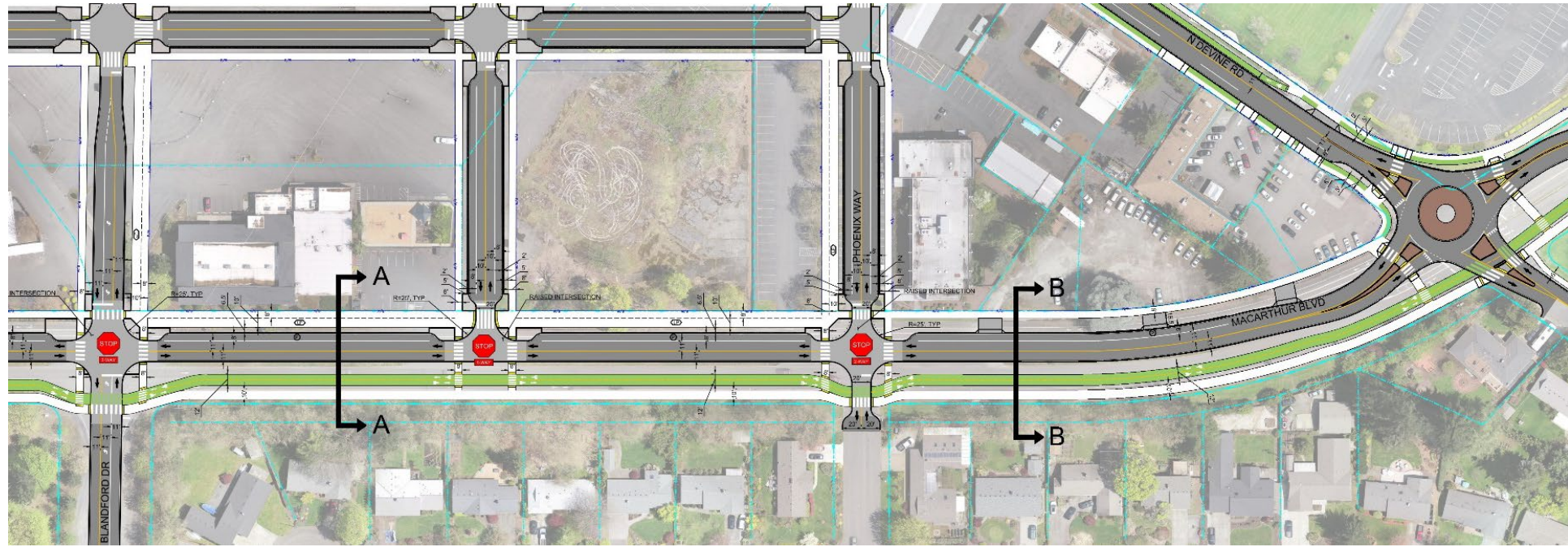
Transportation & Mobility Improvements



MACARTHUR BLVD

Key elements:

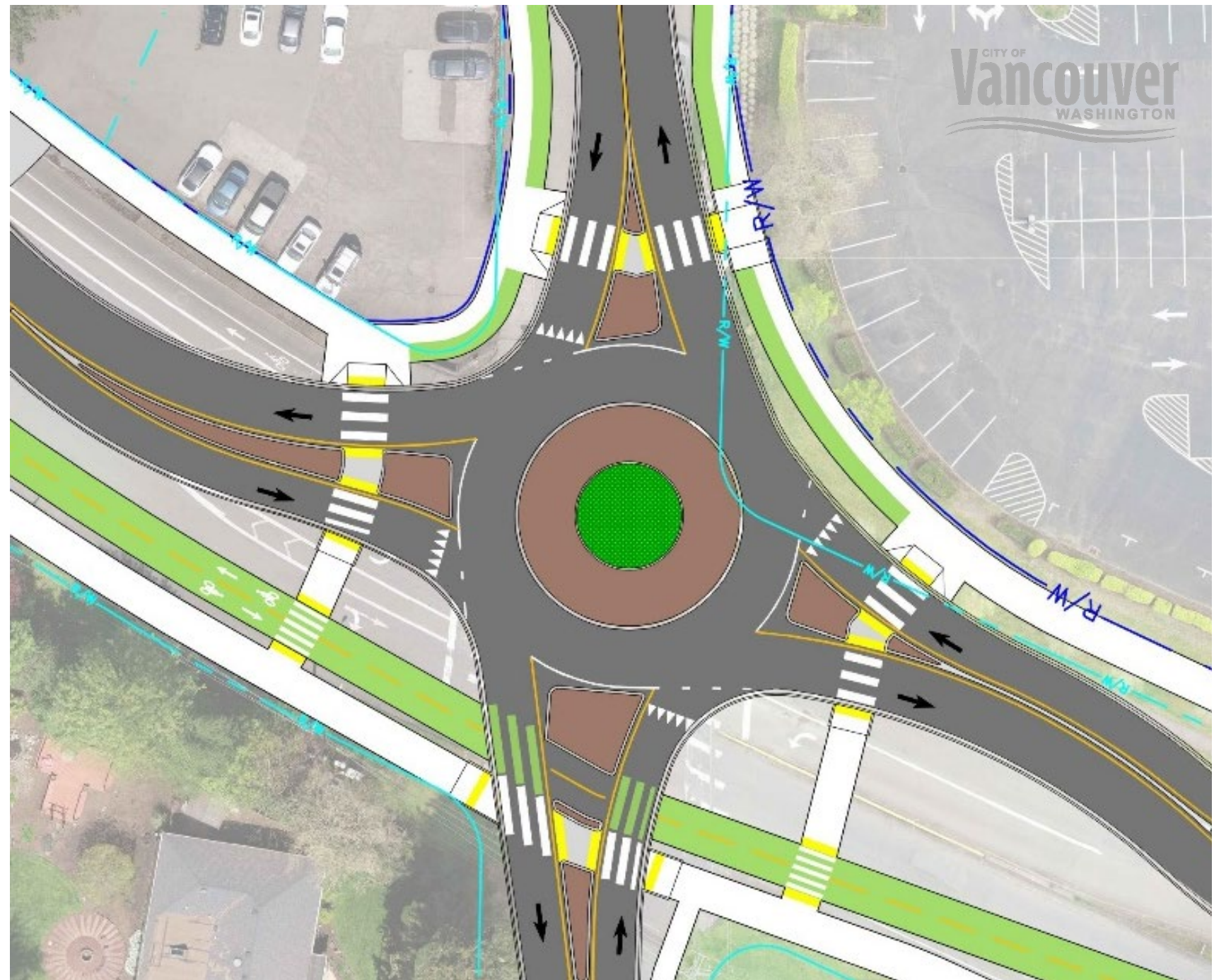
- Separated Mobility Lanes
- Two Lane Road
- Multi-Use Pathway
- Sidewalks
- Landscaped Median



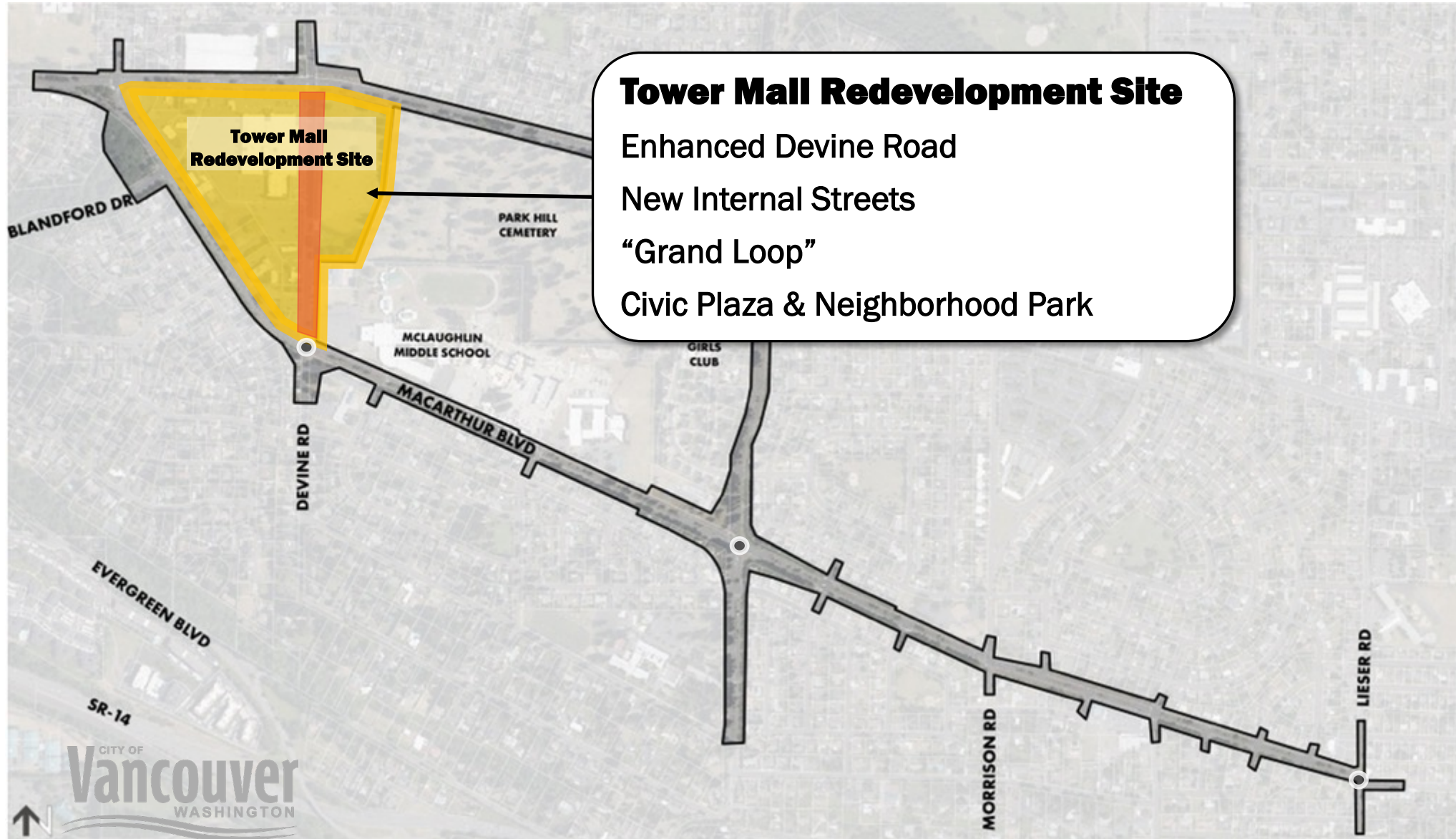
MACARTHUR BLVD ROUND-A-ABOUT

Key elements:

- 15-mpf design speed
- Traffic calming, bulb outs to limit crossing distance
- Street trees
- Integrated Greenbelt and multi-use path and separated mobility lanes



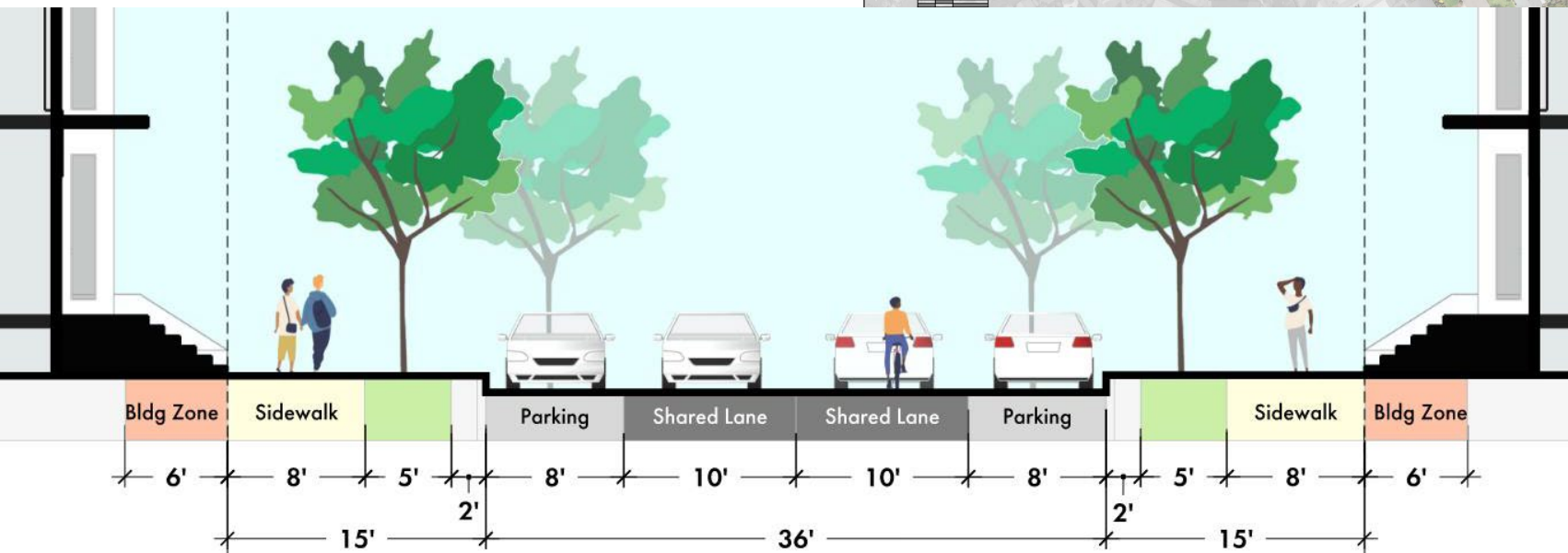
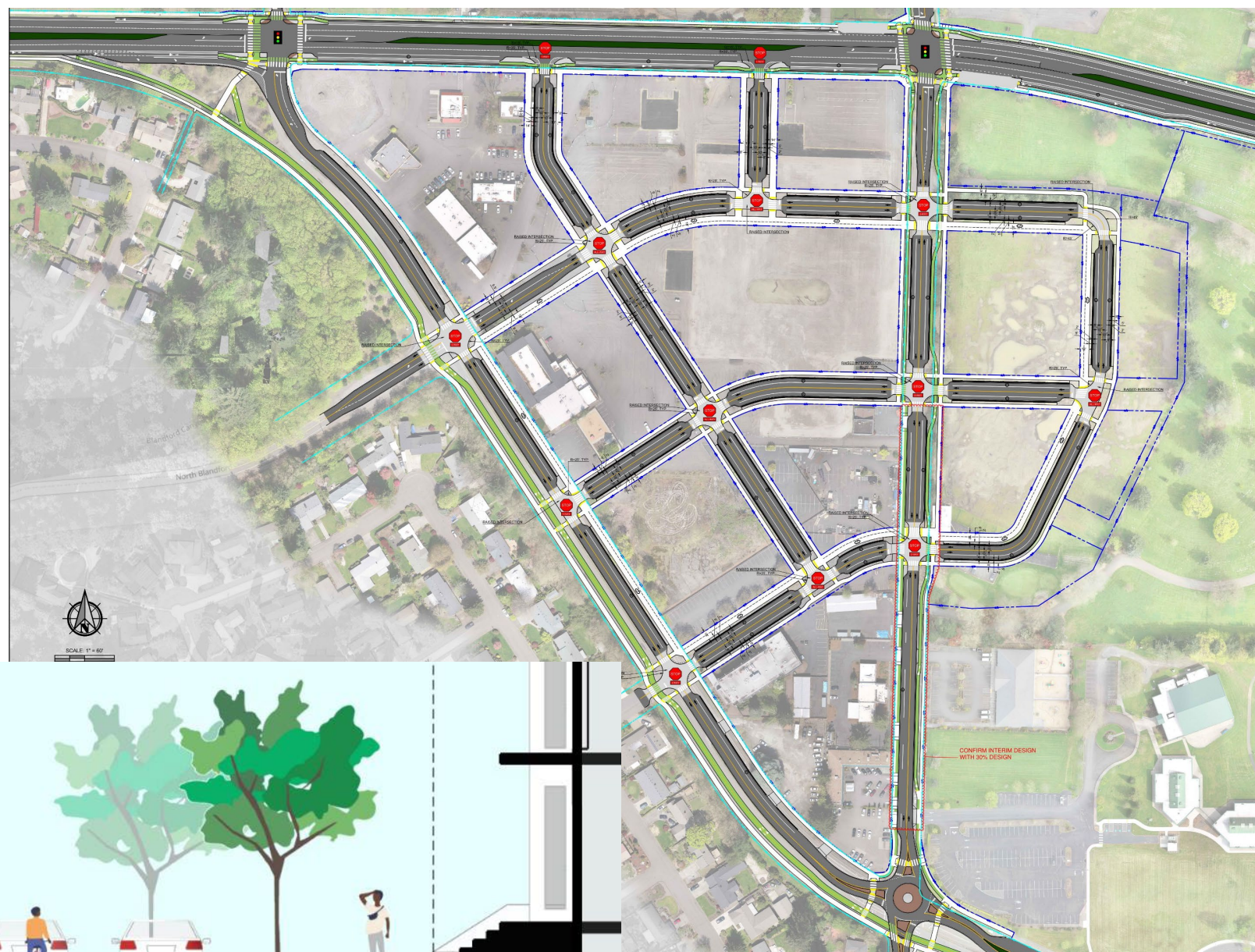
Transportation & Mobility Improvements



Tower Mall Redevelopment Area INTERNAL STREETS

Key elements:

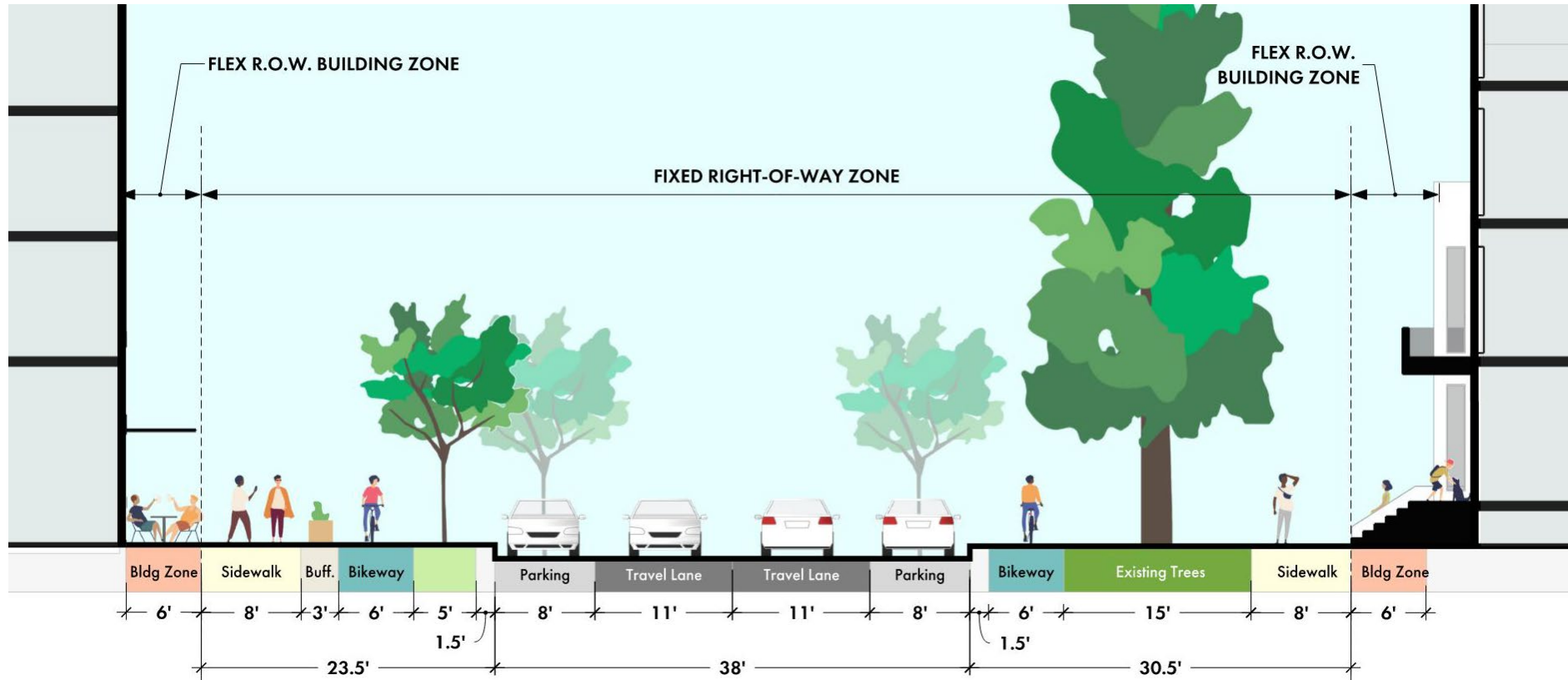
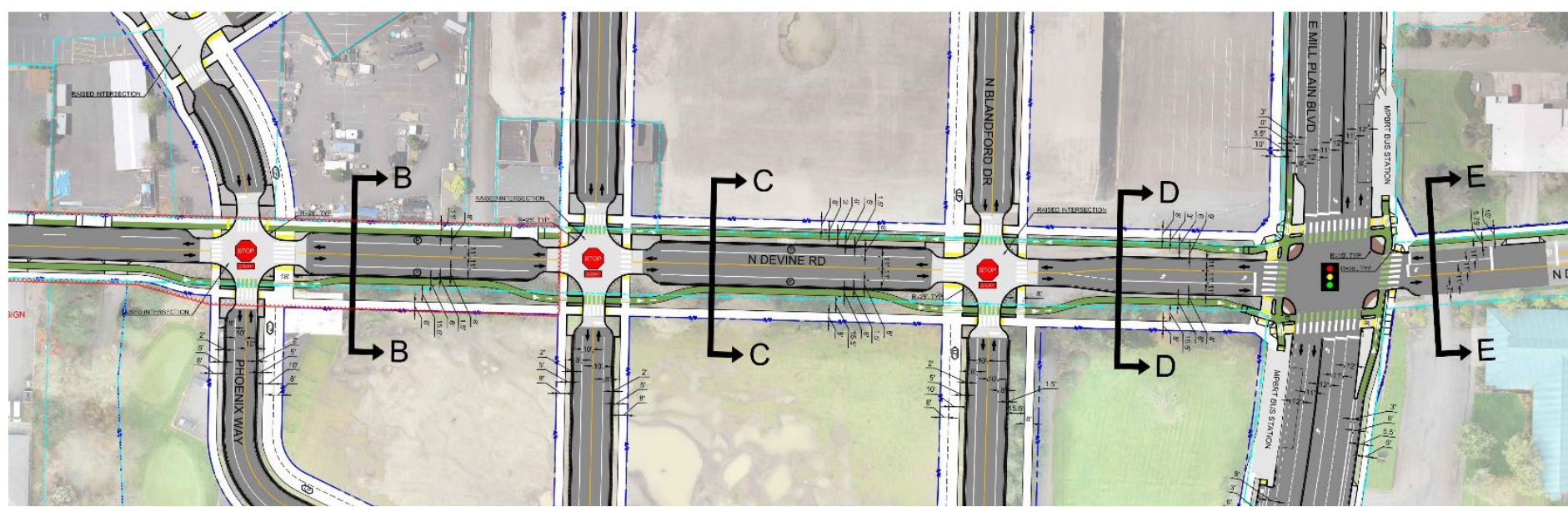
- Tabled Intersections
- 15' Curb Radii
- Increased Tree canopy



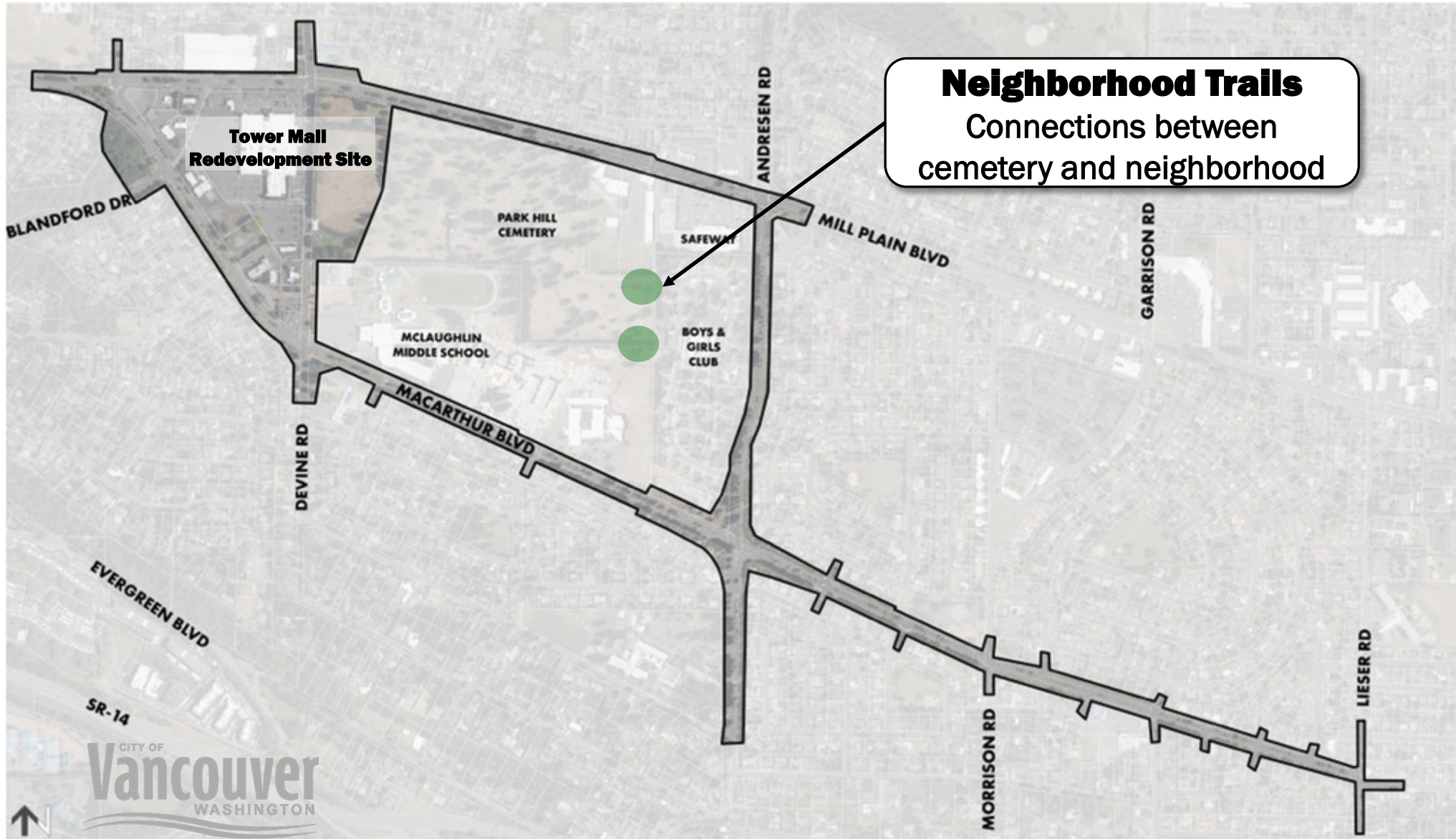
DEVINE ROAD

Key elements:

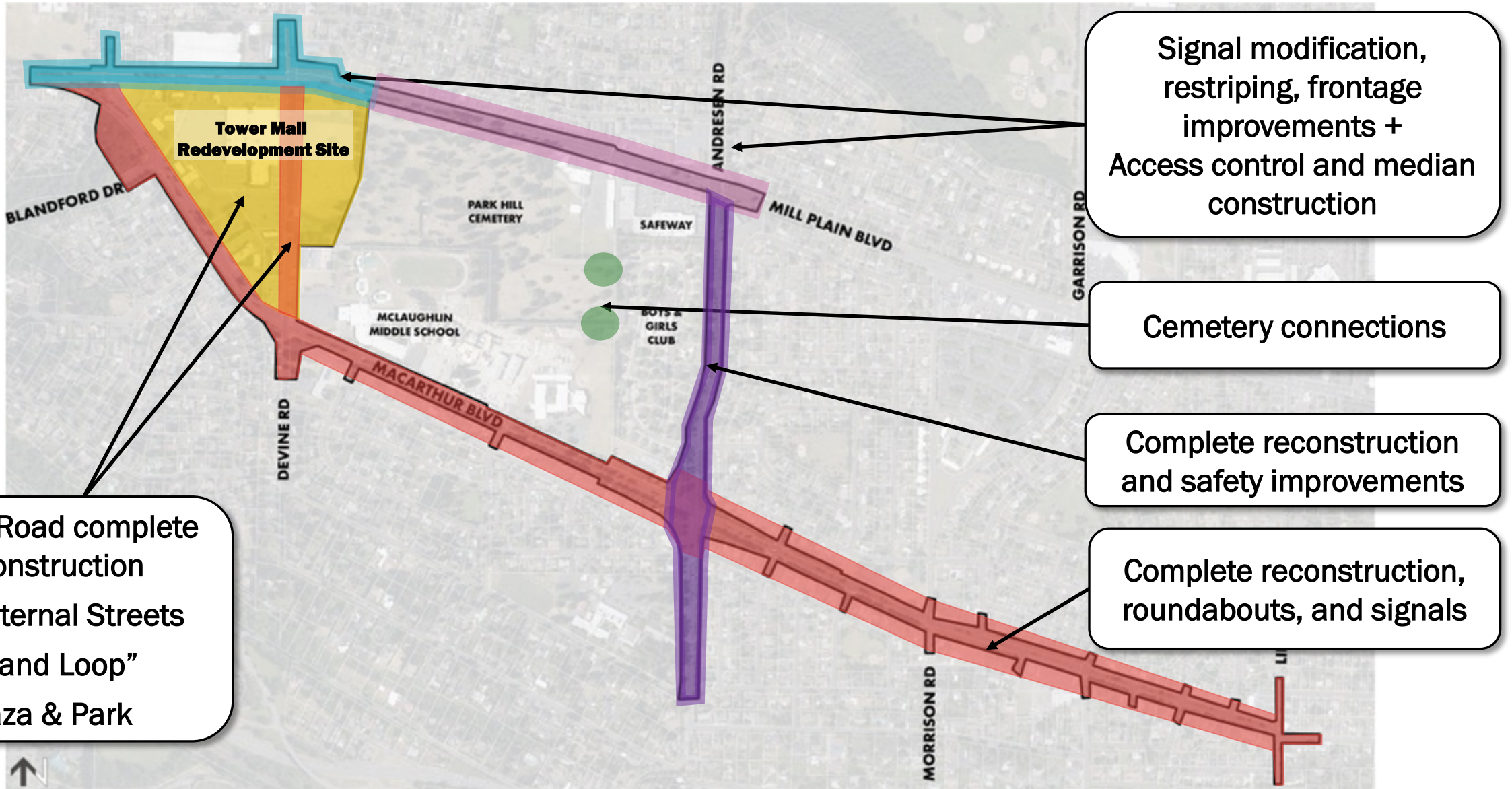
- 15' Curb Radii
- Tabled Intersection
- Protected Mobility Lanes
- Protected Old Growth Trees



Transportation & Mobility Improvements



Transportation & Mobility Improvements

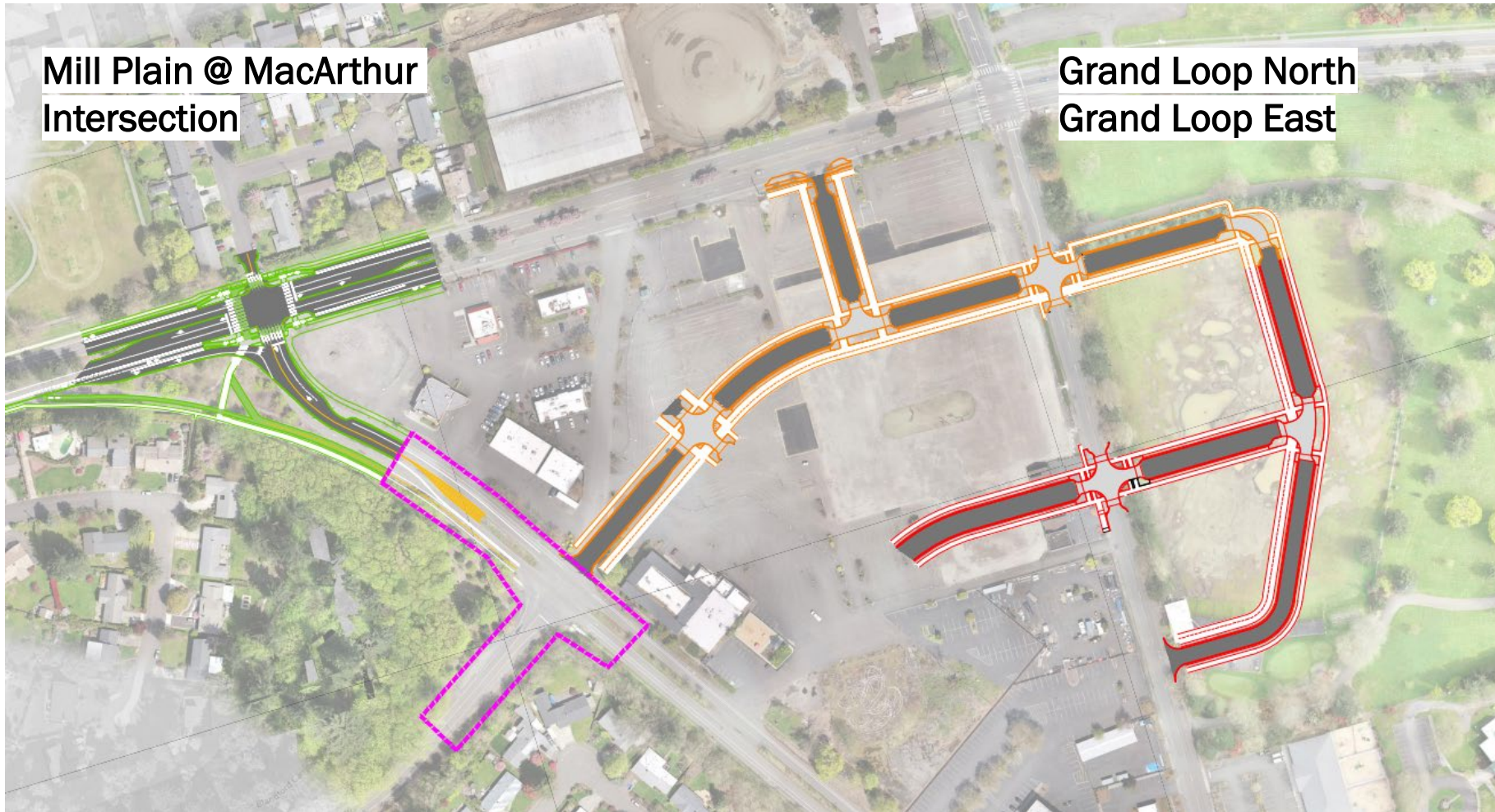


Where are we going?

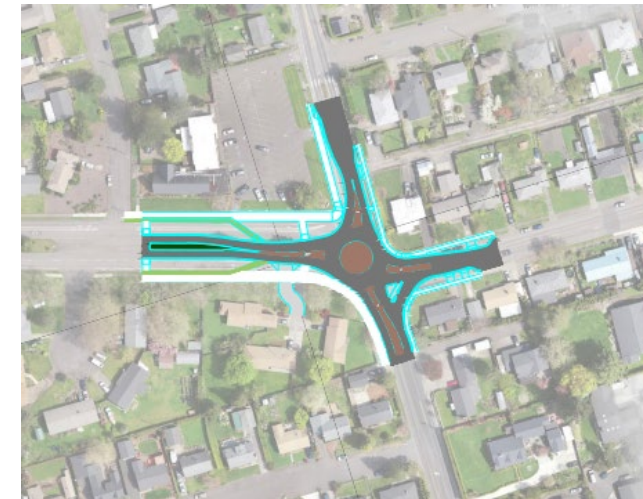
Next Steps: 100% Design Documentation



CITY OF
Vancouver
WASHINGTON

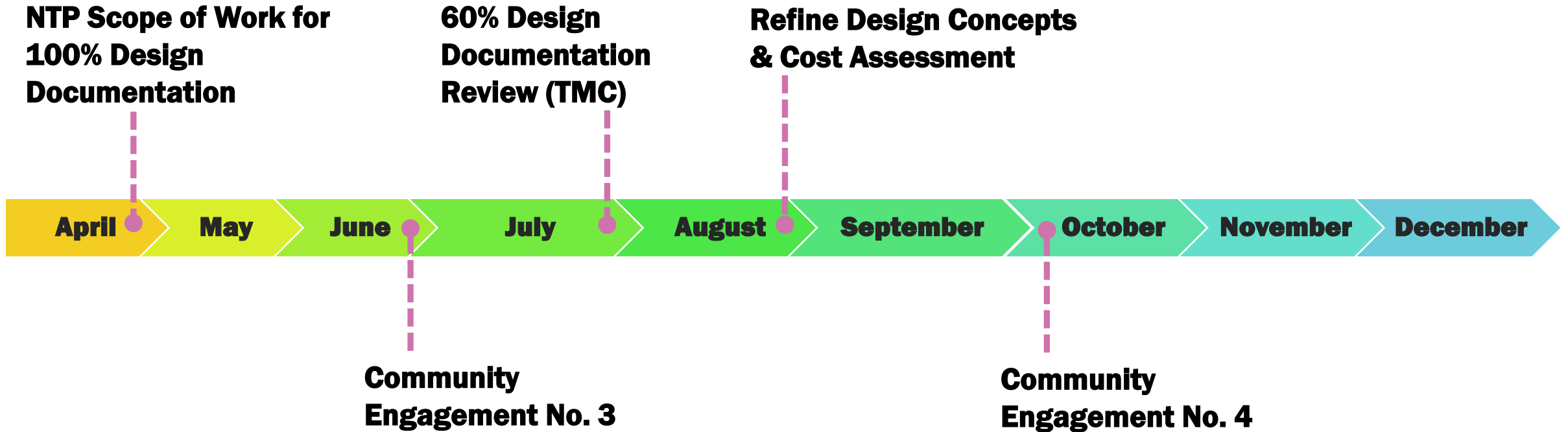


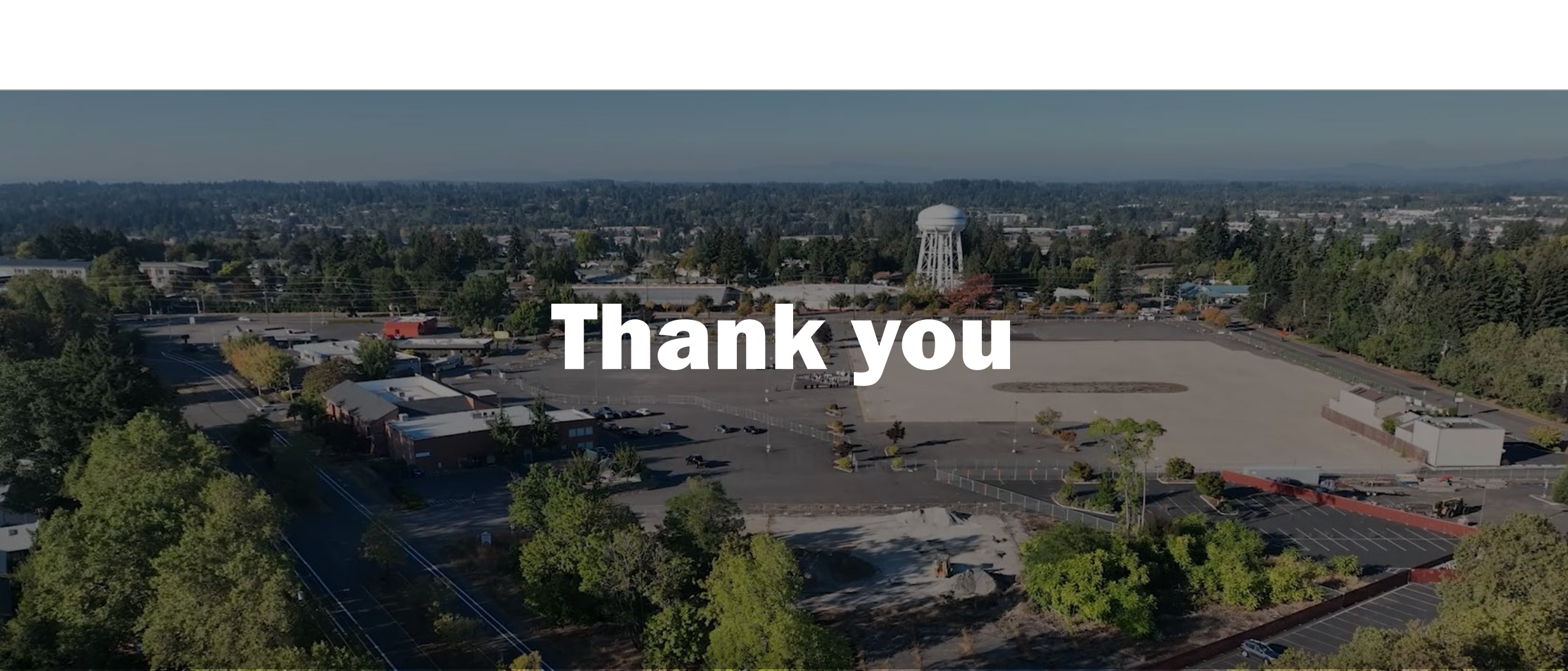
Lieser Roundabout



Where are we going?

Next Steps



An aerial photograph of a city park. In the center is a large, empty baseball field with a visible infield. To the left of the field is a parking lot with several cars and a few small buildings. To the right is another parking lot and some industrial-looking structures. In the background, a tall water tower stands out against a line of trees. The sky is clear and blue. The text "Thank you" is overlaid in the center of the image.

Thank you



Transportation System Plan Update

Transportation and Mobility Commission
December 6, 2022



Kate Drennan, Principal Transportation Planner, Community Development Department

Thomas Brennan, Consultant Project Manager, Nelson\Nygaard Consulting

Agenda

- Modal Networks Update
- Community Engagement
- Project Prioritization
- Next Steps



Presentation Purpose

Update on Transportation System Plan and feedback requested

Modal Networks

- Review updates to modal networks

Community Engagement

- Review community engagement activities and input to-date

Prioritization

- Review draft project prioritization methodology

Prior TMC Review

Jan 5, 2021

- Intro to TSP Update

Mar 2, 2021

- Existing conditions
- Community outreach

Jun 1, 2021

- Equity analysis

Jul 6, 2021

- Collision dashboard
- Public outreach

Sep 7, 2021

- TSP refresher
- Community transportation values

Jan 4, 2022

- Enhanced transit, equity analysis update
- Opportunities (travel patterns)
- Values outreach results

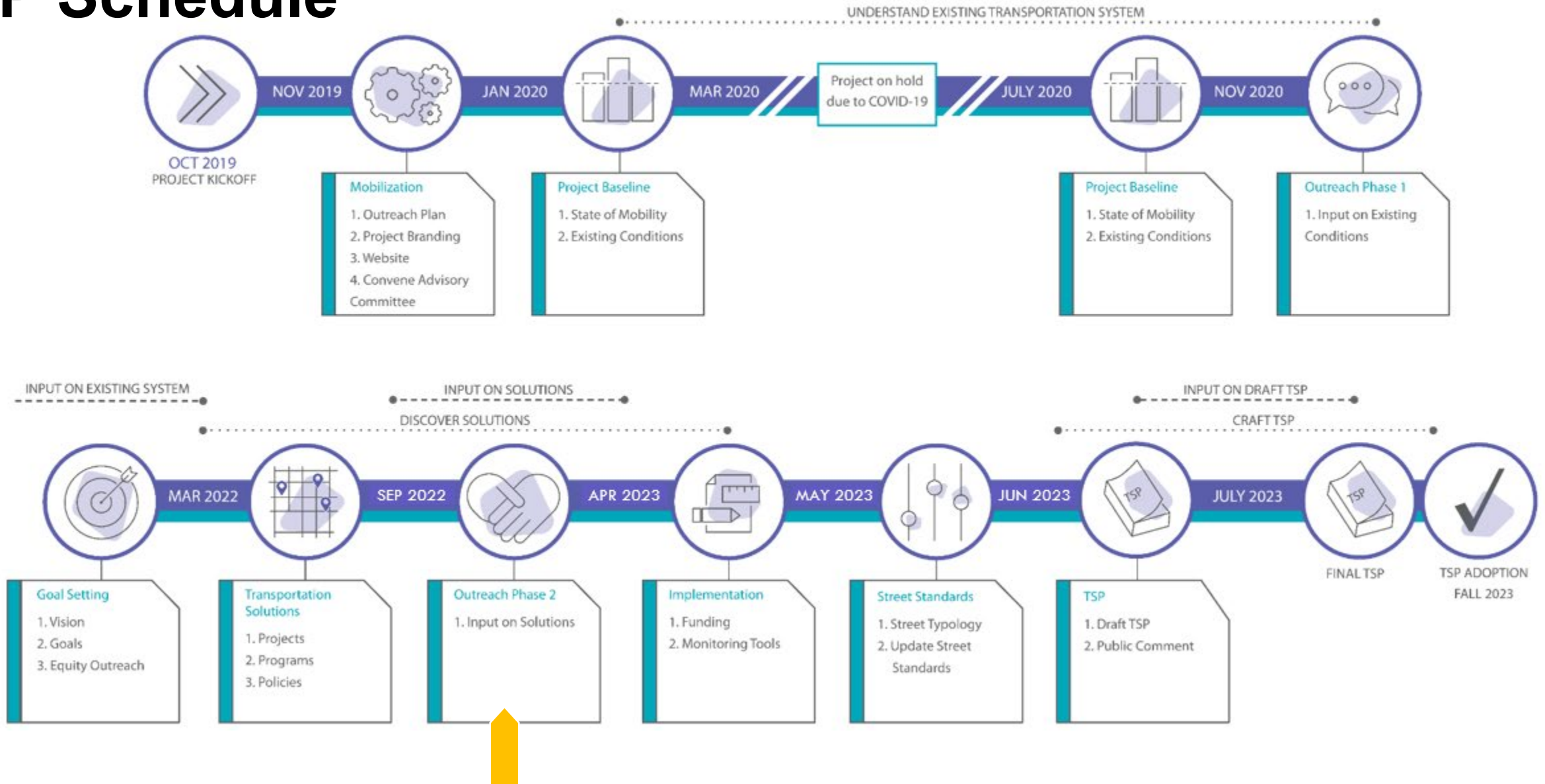
Mar 1, 2022

- Draft goals framework

Sept 6, 2022

- Modal networks
- Prioritization

TSP Schedule



TSP Chartering Process

Project Phase	Elements	Council and TMC Action	Completed Dates/Tentative Dates
Project Baseline	- State of mobility - Existing conditions - Vulnerability analysis - Community input	TMC review	Jan 5, 2021; Mar 2, 2021; Jun 1, 2021; Jul 6, 2021
		Council workshop	Jun 14, 2021
Values and Goals	- Enhanced Transit Corridor analysis - Community input on project values and associated project opportunities	TMC review	Sep 7, 2021; Jan 4, 2022
		Council workshop	Apr 25, 2022
Final Goals and Priorities	- TSP Goals - Project prioritization process	TMC review	Mar 1, 2022; Jul 5, 2022; Sep 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022
		Council resolution	September 26, 2022
Solutions	- Policies and programs - Modal networks	TMC review	Jul 5, 2022; Sep 6, 2022; Dec 6, 2022
		Council workshop	Jul 18, 2022; Sep 12, 2022; Jan 9, 2023
		Council resolution	January, 2023
Implementation	- Street typology and standards update - Pedestrian crossing policy - Performance measures - Funding recommendations	TMC review	April 2023; May 2023
		Council workshop	April 2023; May 2023
		Council resolution	May/June 2023
Plan Adoption	- Review of draft plan - Community input on draft plan - Plan adoption	TMC action item	July 2023; September 2023
		Council workshop	July 2023; September 2023
		Council resolution	September 2023



Alignment with Policy Priorities

- Progress on **climate, equity, and safety** priorities are directly linked to transportation and the goals of the TSP

Climate

- Our transportation system helps to reduce our impact on the climate and our natural environment.

Equity

- Transportation in Vancouver supports the needs of all and investment counteracts historic and current inequities.

Safety

- Our transportation system keeps people safe when they walk, roll, bicycle, take transit, or drive.

Modal Networks Update



**Low-Stress Active
Transportation
Networks**



**Enhanced Transit
Network**



**Street Network and
Complete
Corridors**

Modal Networks

Focus on policy, programs, and capital projects

- Walking and Rolling
- Mobility (Bicycle and Small Mobility)

Focus on policy and programs

- Transit
- Freight
- Parking
- Emerging Mobility
- Street Network

From Networks to a Capital Project List

- The TSP provides facility selection policies, design standards, and targets
- Designated networks define the long-term vision and lead to capital projects
- Prioritization (next section) identifies highest priority locations and determines phasing

Key Future Multimodal Corridors

Edits completed:

- Extend Complete Corridor for Andresen north to city boundary
- Add MacArthur between Mill Plain and McGillivray
- Add 5th Ave (new connection with IBR)



-  Vancouver City Limits
  Vancouver UGA
  Multimodal Corridors and Future Complete Streets Projects
  Funded and Ongoing Complete Streets Projects

Draft Future Low-Stress Walking & Rolling Network

Edits completed:

- Fill in gaps on SR 501
- Change SR 501 from Neighborhood Greenway to Pedestrian Corridor
- Make Columbia Way between I-5 and Columbia House Blvd a Pedestrian Corridor
- Remove Neighborhood Greenway segment from SE Evergreen
- Add existing and planned multi-use paths
- Add future E 5th St connection

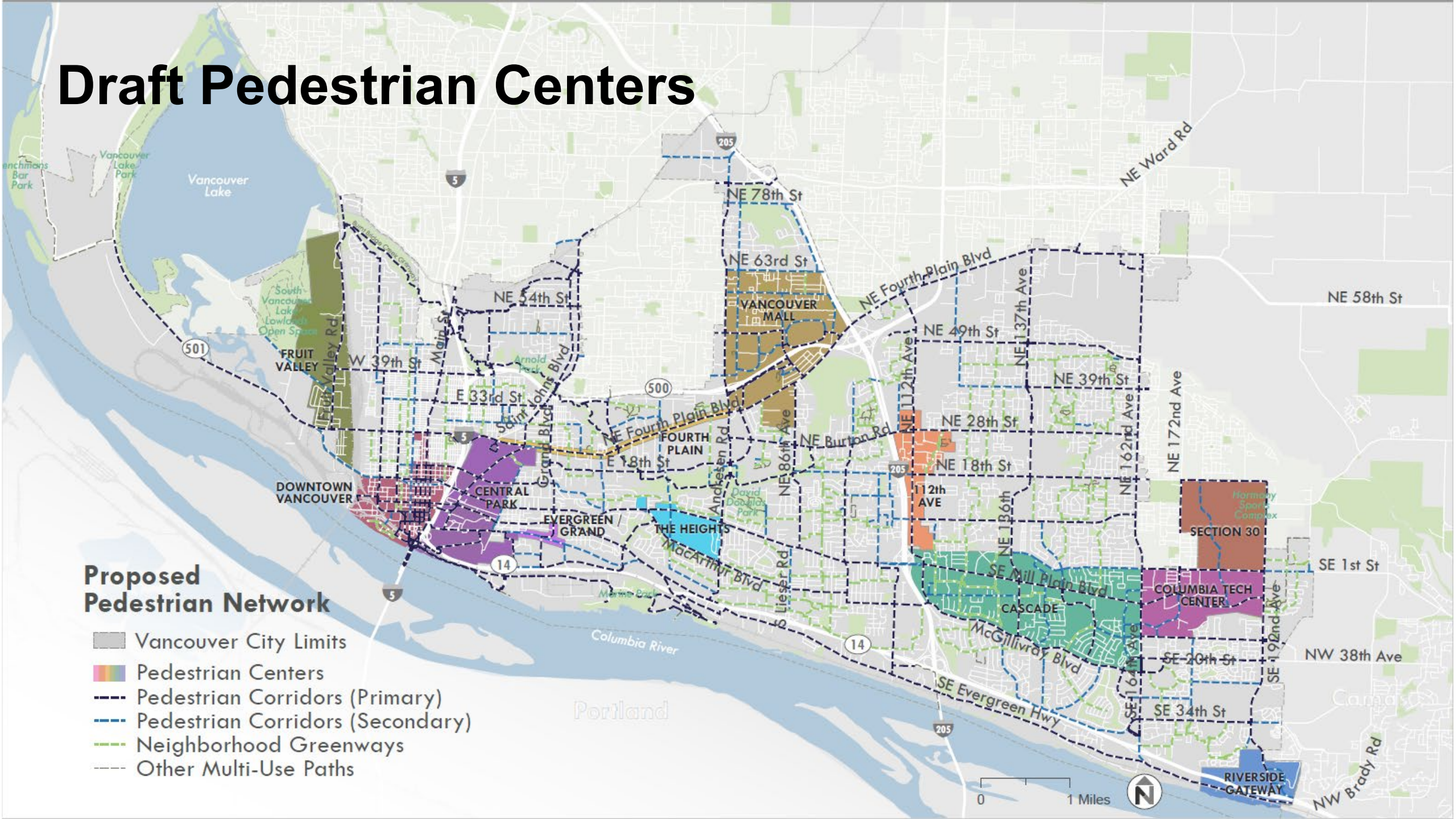
Proposed Pedestrian Network

-  Vancouver City Limits
-  Vancouver UGA
-  Pedestrian Corridors
-  Neighborhood Greenways
-  Pedestrian Ways
-  Planned and Existing Multi-Use Paths



[illegible]

- Vancouver City Limits
- Pedestrian Centers
- Pedestrian Corridors (Primary)
- Pedestrian Corridors (Secondary)
- Neighborhood Greenways
- Other Multi-Use Paths



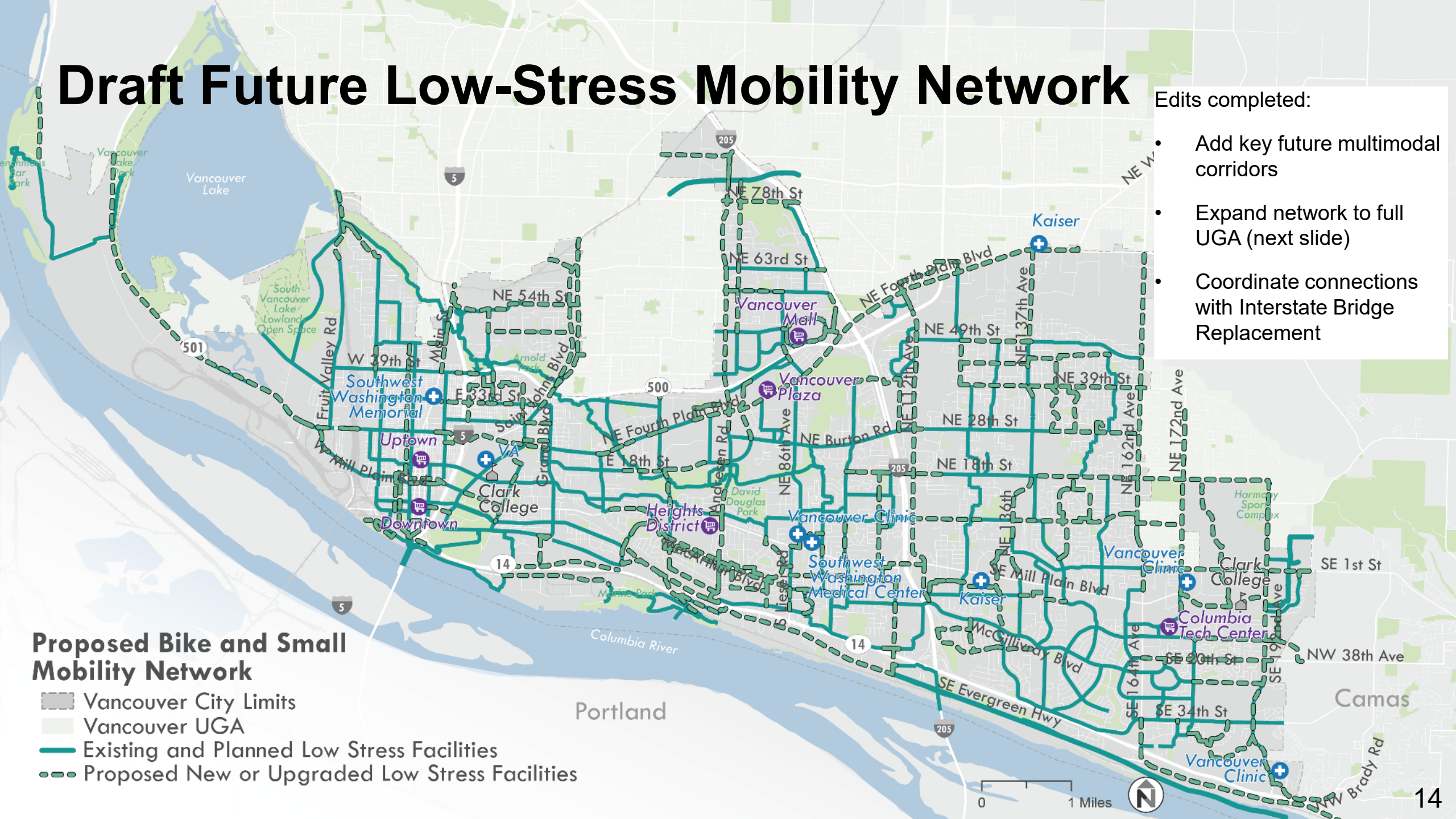
Draft Future Low-Stress Mobility Network

Edits completed:

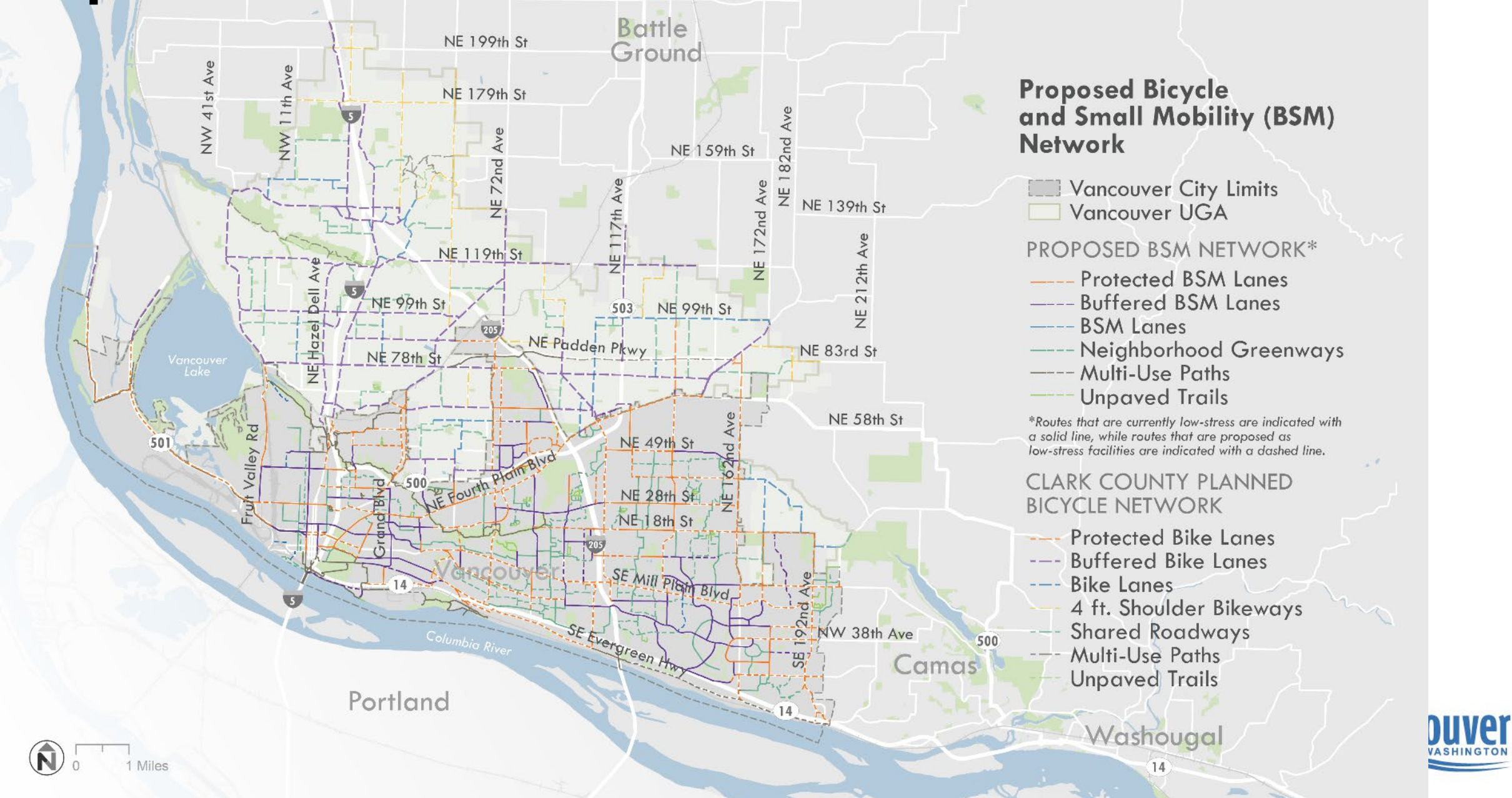
- Add key future multimodal corridors
- Expand network to full UGA (next slide)
- Coordinate connections with Interstate Bridge Replacement

Proposed Bike and Small Mobility Network

- Vancouver City Limits
- Vancouver UGA
- Existing and Planned Low Stress Facilities
- - - Proposed New or Upgraded Low Stress Facilities



Expansion of Network to UGA



Policies and Programs: Next Steps

- Assigning responsibility to City departments
- Identifying implementation partners
- Vetting concepts and fine-tuning language
- Identifying the type of resources needed (staff time, funding, etc.)

Fall 2022 Community Engagement



**Direct
Engagement**



**Online Open
House and Survey**

Fall 2022 Engagement Overview (Aug – Nov)

- BeHeard Web Updates
- Tabling and Business Canvassing
- Community Roundtable + Clark College Focus Groups
- Community Presentations to neighborhood associations and CBOs
- Online Open House #2 and Survey

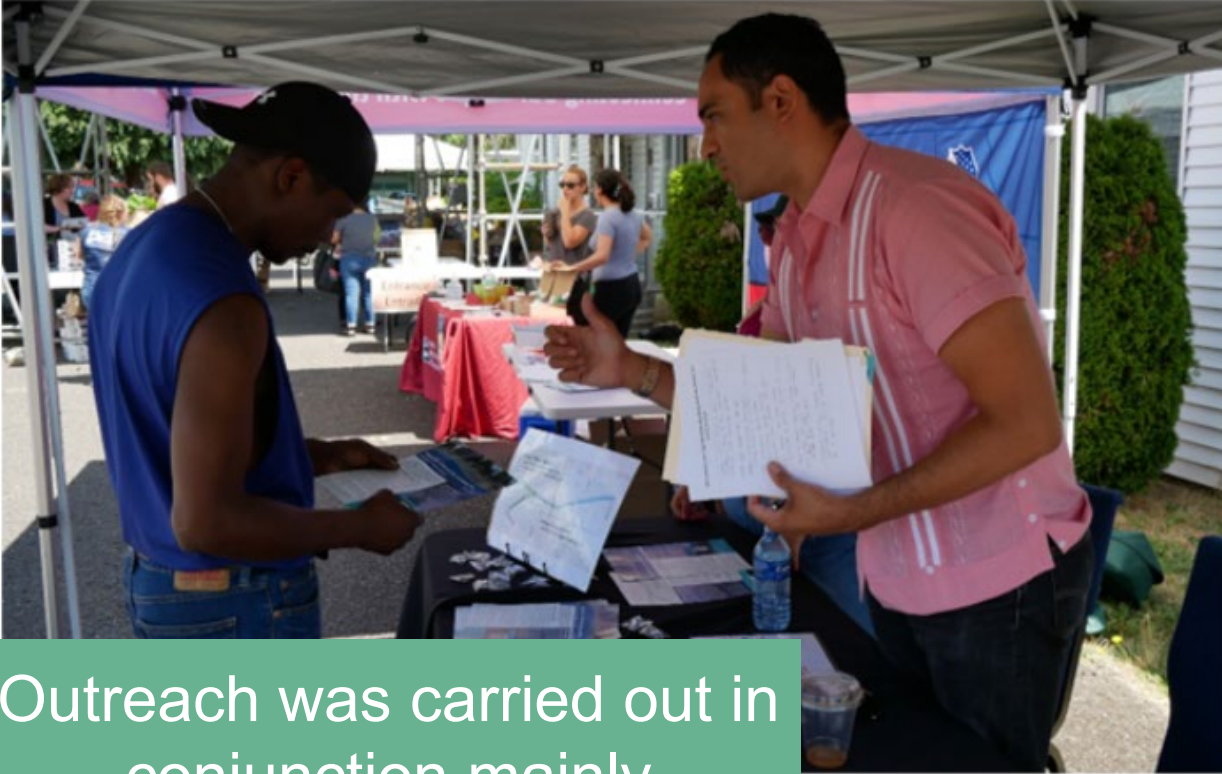
Other outreach was carried out in conjunction with:

- **Fourth Plain Safety & Mobility Project**
- 34th Street Safety & Mobility Project
- Heights District Plan
- ARPA Planning
- Strategic Plan

Tabling and Business Canvassing

Activity	Date	Event / Location / Group	TOTAL REACHED
Tabling	August 2	Fourth Plain Forward & Columbia Play Project Arte en El Parque	170+ Total engaged
	September 17	LULAC Grows Mercado	
	September 17	Multicultural Resource Fair at Clark College	
	October 1	Downtown Vancouver Farmers Market	
Business Canvassing	October 11, 12, & 19	Project corridor (F Street to Ft. Vancouver Way) – Ft Vancouver Way (Fourth Plain to Mill Plain)	34 Businesses

Tabling and Business Canvassing



Outreach was carried out in conjunction mainly with **Fourth Plain Safety & Mobility Project**



Community Focus Groups

- **Nov 8 Community Roundtable** - Attended by representatives from ADA, blind and low-vision, walking and biking communities.
- **"Transportation Talks"** at Clark College Sept 26 and 29

What are the key corridors and network connections you want to see improved?

Lewis and Clark Regional Trail Concept Plan - will connect Camas to Washougal

Majority of folks with low vision/blind use transit. Older population tends to use paratransit more. Cost is a factor as well. Younger population with the training use transit.

Trails are good too! For people with low vision

Need good sidewalks, separation from traffic and separation from bikes too, can be dangerous for people with low vision

Fourth Plain - lots of kids walking to school, people getting groceries, etc. Bikes not accessible to all families at all levels.

Enhancing transit connections for peds and people rolling

Pedestrian radars to detect that people are there. Why do we have to push a button? System is too oriented towards cars.

Many of the bike lanes have deep drainage drains, making them more narrow. There are design solutions to this, can the TSP address? Stephanie says yes, there is an opp.

Increase budget for sidewalk develop. Compared to expensive motor vehicle infrastructure, this brings more bang for the buck, improving health & safety.

Andressen Blvd. Super wide and underused 4 motor vehicle lanes between Mill Plain Bl. south to MacArthur Bl. Immediate opportunity: stripe protected bike lanes.

Some Cities have portable bikes - bike share - people would leave those right in the sidewalk, etc. can be a problem.

Chkalov Drive , near Trader Joes, out by NE 112th where it crosses Mill Plain Bl. 7 motor lanes, very wide. Would be a great candidate to narrow down and add bike lanes, wider sidewalks

Walmart at 20th and Grand - City let them put trees up and down the sidewalk - very narrow for people to get around them with mobility devices

Neighborhood and Community Presentations

- Vancouver Neighborhood Traffic Safety Alliance – Nov 16
- Action for Climate Emergency (ACE) – Nov 16
- Meadow Homes Neighborhood Association – Nov 16
- Fourth Plain Forward – Ongoing
- Also contacted: Arnada, Fourth Plain Village, Central Park, Harney Heights, Hudson's Bay, Maplewood, Rose Village Neighborhood Associations, and Washington School for the Blind.

Input from Focus Groups and Presentations

- Support for bike facilities on Chkalov Dr and McGillivray/MacArthur, and for multi-use paths
- Consider EV charging and fleet electrification
- Consider bus-only lanes, park-and-rides
- Address scooters/small mobility
- Expand focus of commute trip reduction beyond from downtown
- Bike lane maintenance/street cleaning is important
- Concern about congestion with lane reconfigurations

Online Open House and Survey

- Launched Sept 26 – Closed Nov 15, 2022
- **403** Open House Visits
- Avg. **6.8** per day
- **41** Completed Surveys
- English and Spanish



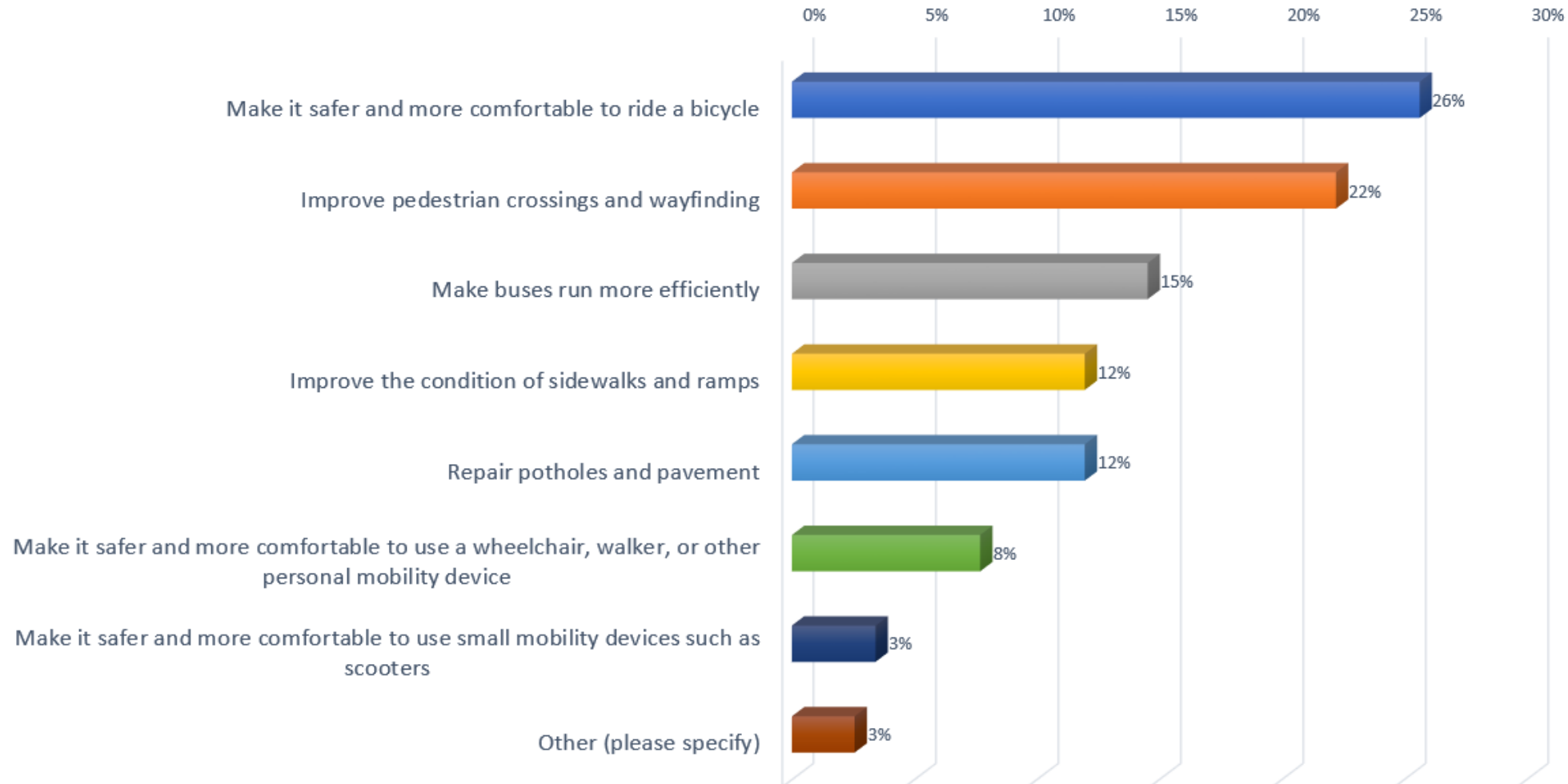
Welcome!

This open house will share information and ask for your feedback on the future of transportation in Vancouver.

The *Vancouver Transportation System Plan (TSP)* is still underway - the plan to help guide transportation decision investments in the City over the next 20 years. As of Summer 2022, the City has made progress on the TSP by drafting "Big Ideas" for the plan as well as drafting transportation networks. This open house summarizes this recent work and will ask for your feedback to help shape the plan's recommendations and strategies as the process moves forward.

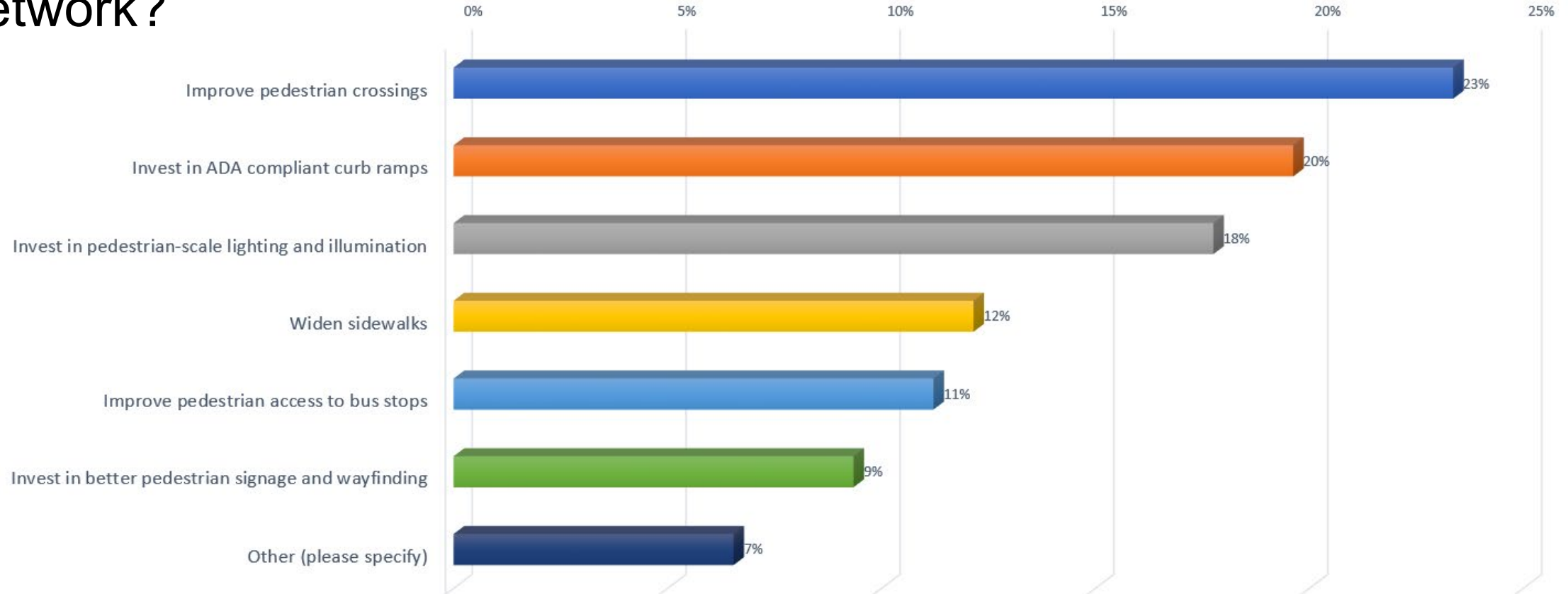
Online Survey

What are your top three (3) priorities for future investments on multimodal corridors?



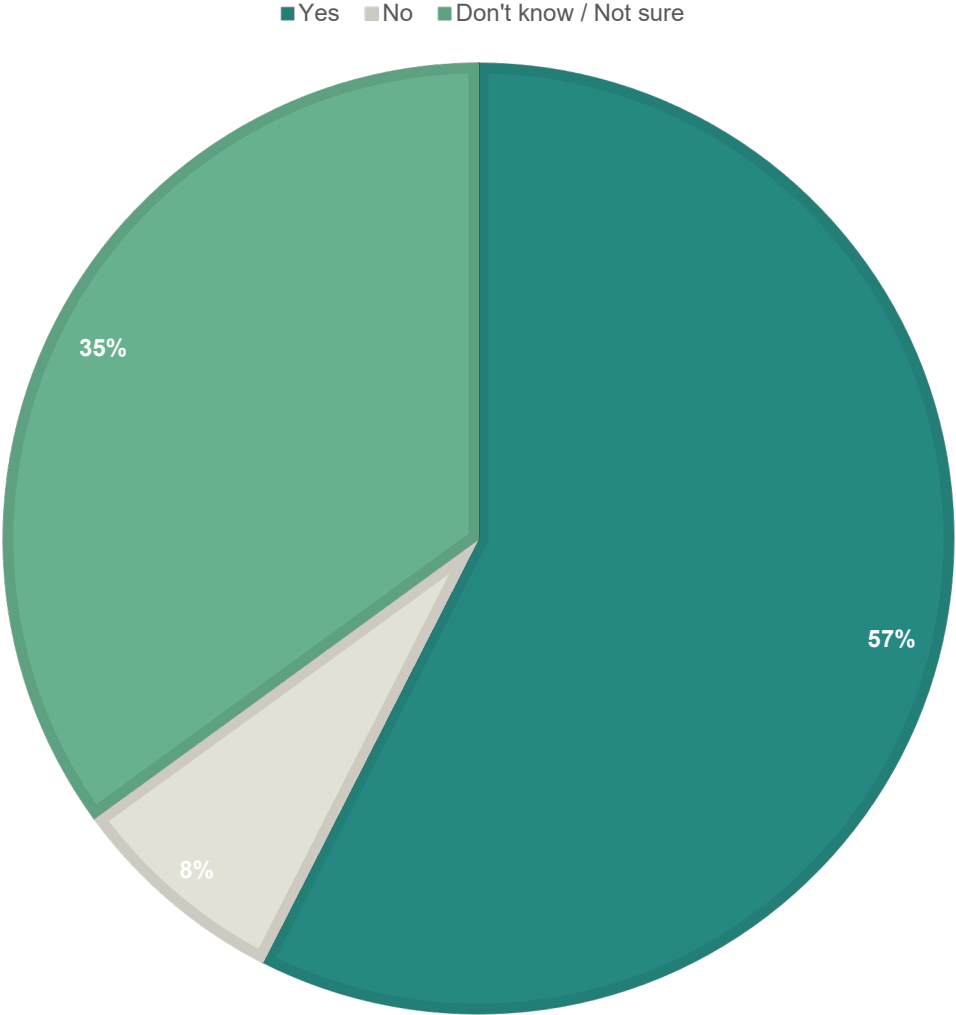
Online Survey

What are your top three (3) priorities for the future walking and rolling network?



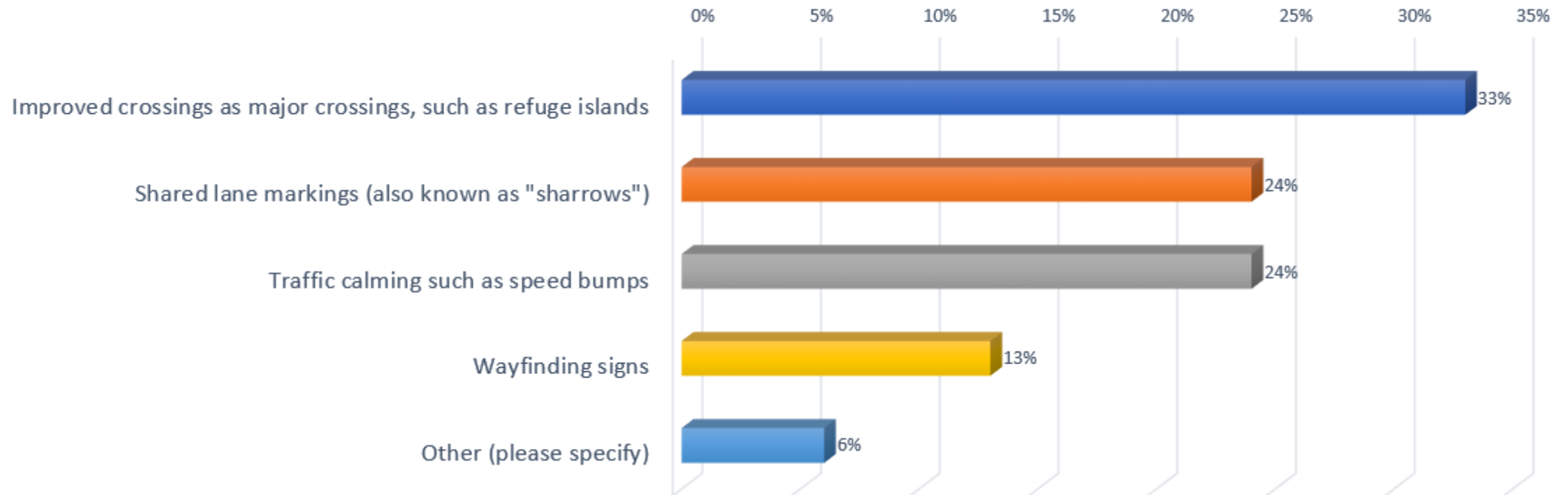
Online Survey

DO YOU THINK IT'S IMPORTANT THAT THE CITY'S FUTURE BICYCLE AND SMALL MOBILITY NETWORK PROVIDES ACCESS TO A LOW-STRESS FACILITY WITHIN EVERY HALF MILE?



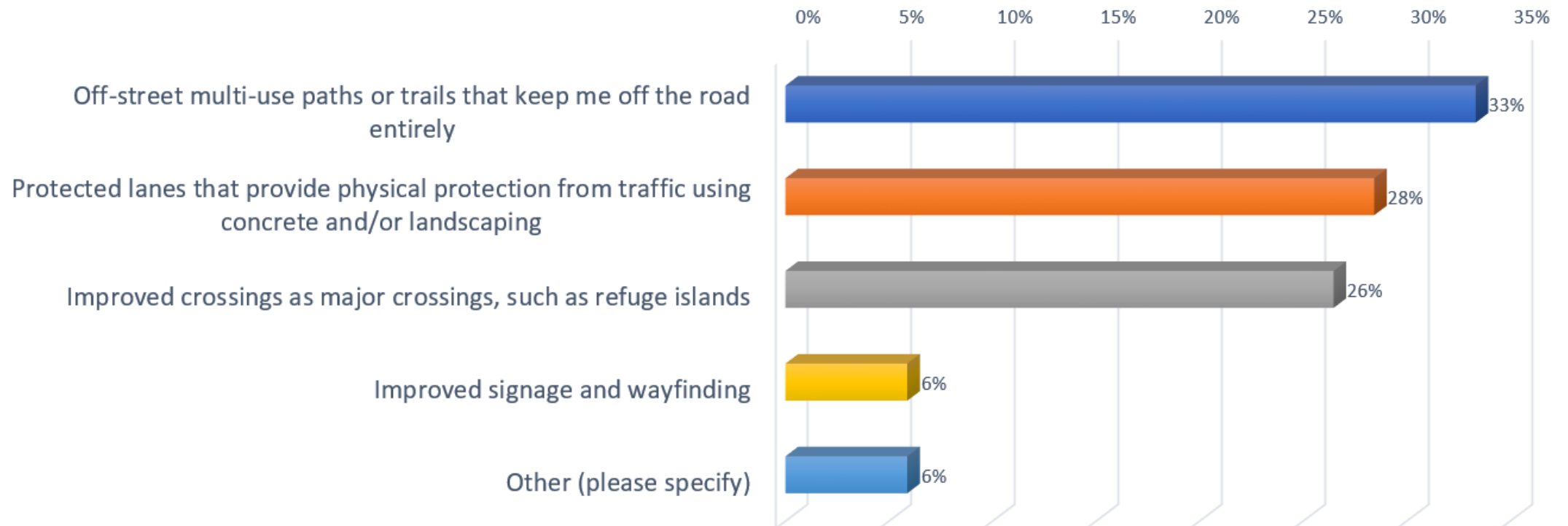
Online Survey

What three (3) bicycle and small mobility improvements are most important to you on *quieter* neighborhood streets?



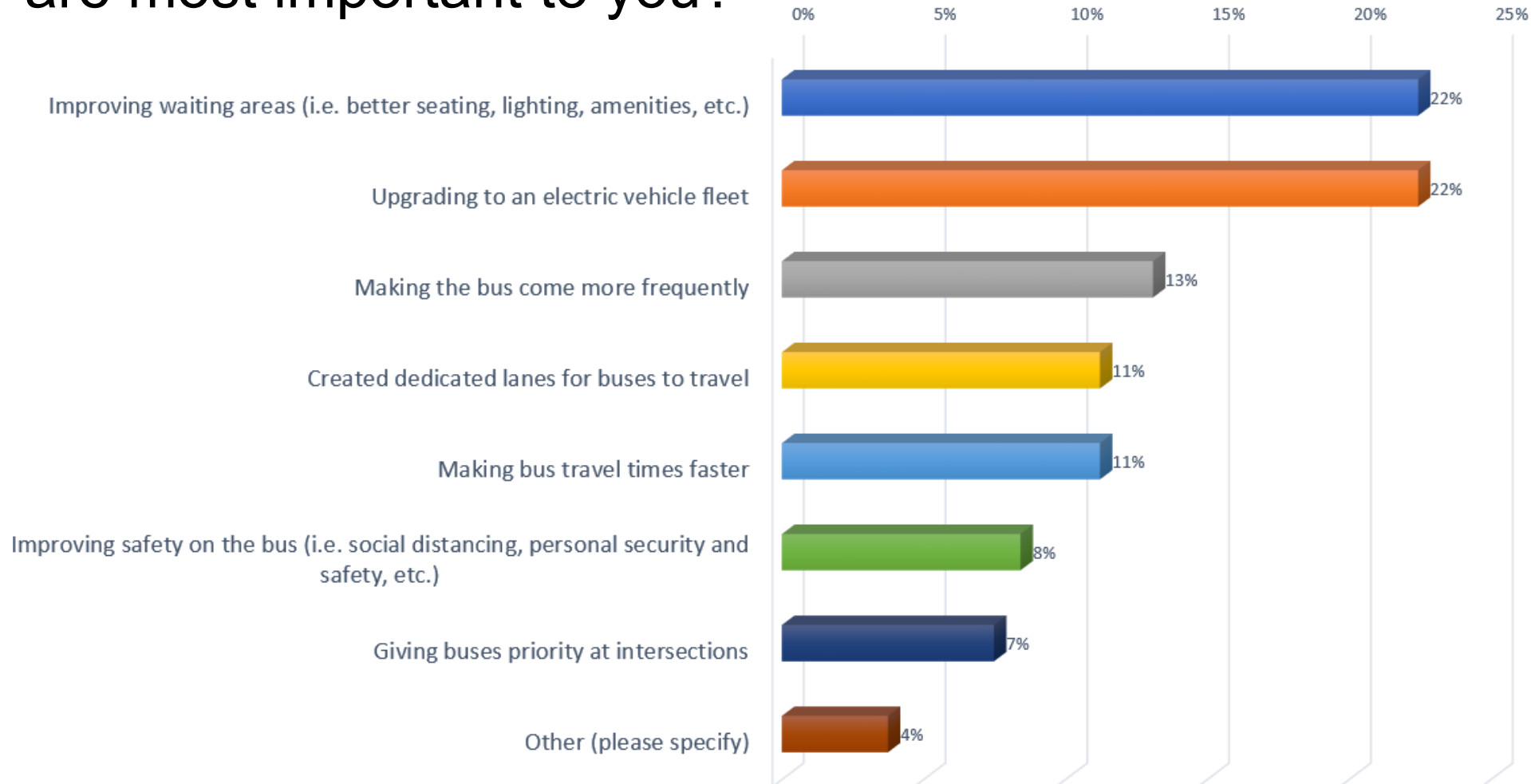
Online Survey

What three (3) bicycle and small mobility improvements are most important to you on *busier* neighborhood streets?



Online Survey

What three (3) types of enhanced transit investments are most important to you?



Feedback

- Support for frequent, efficient, and electric buses
- Support for off-street multi-use paths and trails along busier corridors
- Protected bike/small mobility lanes for on-street facilities
- Median refuge islands at high volume crossings
- Speed reduction and control throughout the City

Feedback

- Modal Network recommendations:
 - Generally, most were in support of the draft modal networks.
 - Multimodal improvements needed on Mill Plain east of I-205, with a connection to Columbia Tech Center
 - Better walking network in Fruit Valley
 - Andresen Road should be a multimodal corridor
 - Improved crossings at 34th, 112th, 117th, and 162nd
 - Safety improvements needed at Fourth Plain & F Street

2023 Engagement

- Ongoing meetings and presentations to neighborhood associations and CBOs:
 - Arnada Neighborhood Association, January 7, 2023
 - Fourth Plain Village Neighborhood Association, Feb-Mar 2023 (TBD)
 - Fourth Plain Forward – Ongoing
 - Our Place Nuestra Casa (TBD)
- Spring Online and In-Person Engagement on Draft TSP

Project Prioritization



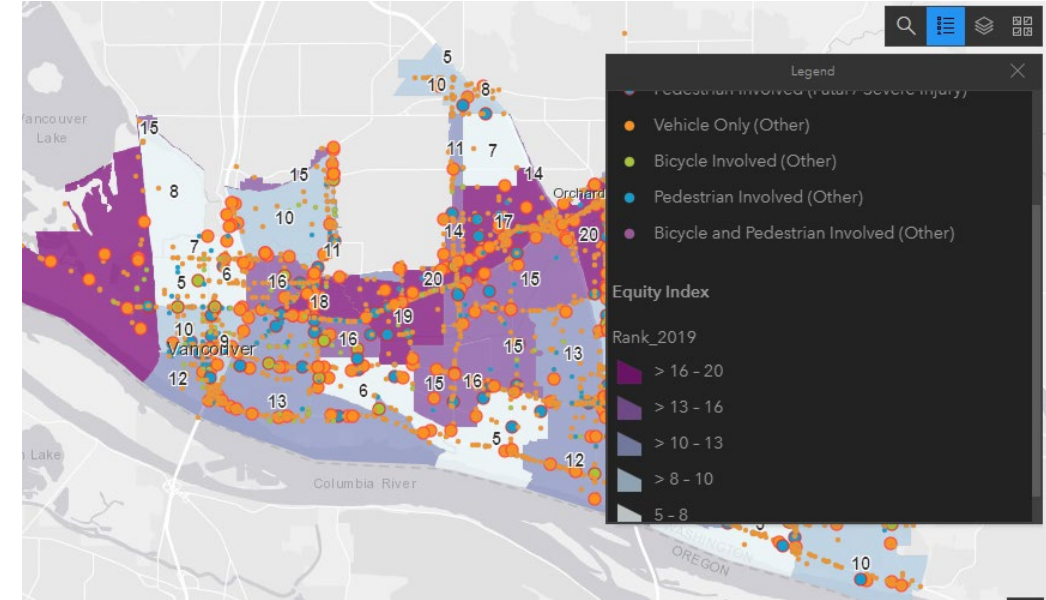
**Where should we
invest?**



**When should we
invest?**

Where should we invest?

- Project locations evaluated on:
 - Equity
 - City Equity index
 - Safety
 - Collision history
 - Transportation choice
 - Density of essential places
 - Climate
 - Future growth areas (where dense land use supports sustainable modes and shorter trips)

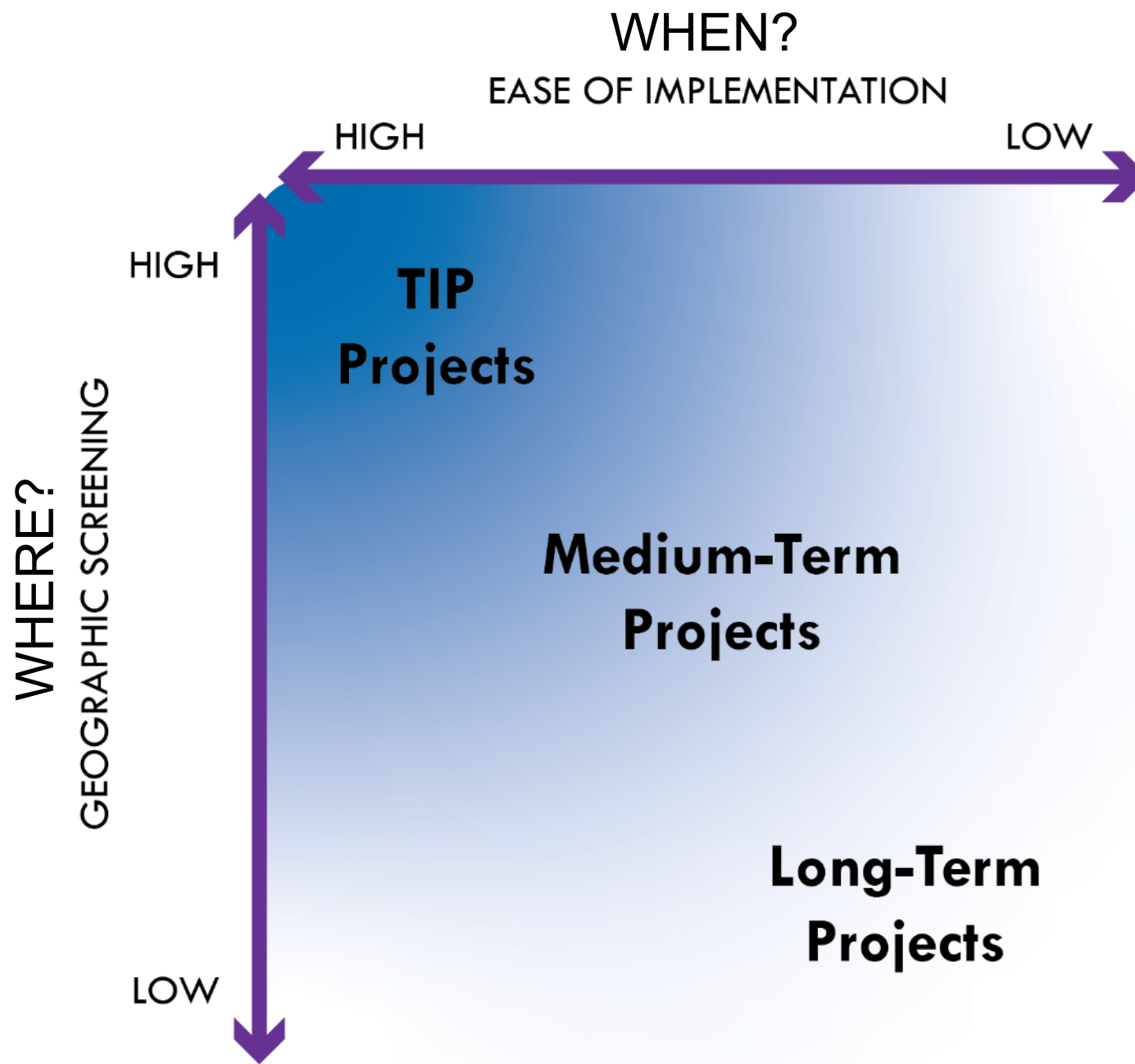


When should we invest?

- Projects evaluated on:
 - Project cost and funding opportunities
 - Coordination opportunities
 - Interagency, pavement and sidewalk maintenance
 - Environmental and right-of-way impacts
 - Quick wins
 - Projects that fill gaps

Prioritization Methods

- **Where** we should invest is based on **quantitative data**
 - Projects are sorted into three categories based on the underlying data
- **When** we should invest is largely **qualitative**
 - Projects are sorted into three categories based on assessment of all the factors
- This allows for flexibility in implementation while leading to data-driven outcomes tied to goals



Examples

#	Title	Key Goal	Park City Forward Goals			
			Access	Sustain	Include	Transform
T.01	Electric Xpress					
T.02	Microtransit and Flexible Transit Zones					
T.03	Local Fixed Route Service					
T.04	PC-SLC Airport Connector					
T.05	SR-224 High Capacity Transit					
T.06	SR-248 High Capacity Transit					

ID	Project Name	Priority
 S13	Pulehu Rd Pavement Reconstruction	
 S62	Mill St Pavement Reconstruction	
 S63	Kea St Reconstruction	
 C2	Imi Kala Rd Extension - Wai'ehu	
 C3	Lono Ave Extension	
 C4	Wai'ale Rd Extension	
 C18	Imi Kala Rd Extension - Wailuku	
 S19	Lono Ave Improvements Phase 2	
 S28	Lono Ave Improvements Phase 1	
 S32	Ka'ahumanu Ave Transit & Multimodal Corridor	
 T7	Waikapu Baseyard Transit Maintenance Hub	
 T9	Central Maui Transit Hub	

Project Types

-  Complete Streets
-  Multi-Use Paths
-  Intersection Improvements
-  Maintenance & Preservation
-  New Connections
-  Safety Corridors
-  Transit Improvements

Phasing by Priority

-  Near-Term (1-5 years)
-  Medium Term (6-11 years)
-  Long Term (12-20 years)

Values Driven Prioritization Approach

CONCEPT IDENTIFICATION

13 Transportation Corridors from
ConnectSF



Objective	Applicable ConnectSF Goal Areas				
	Equity	Environmental Sustainability	Economic Vitality	Safety & Livability	Accountability & Engagement
Serve Communities of Concern with high-capacity transit	✓				
Support sustainable travel choices		✓		✓	
Serve high numbers of residents, employees	✓		✓		
Put residents within 45 minutes of jobs	✓		✓		
Provide equitable access to significant activity centers and	✓		✓	✓	
Maximize cost-effectiveness					✓
Maximize ridership	✓	✓	✓	✓	
Align transit capacity with demand	✓	✓	✓	✓	
Maximize system/network connectivity/integration	✓	✓	✓	✓	
Minimize travel time	✓	✓	✓	✓	
Maximize reliability	✓	✓	✓	✓	

Figure-5-12:Summary-of-Local-Concept-Individual-Criterion-Scores¶

				Criterion-2¶	Criterion-4¶		Criterion-5¶	Criterion-6¶	Criterion-7¶	Criterion-8¶	Criterion-9¶	Criterion-10¶
				Transit-Mode-Share;-VMT-and-GHG-Reduction¶	Job-Accessibility-within-45-min¶	Regional-Job-Accessibility-within-75-min¶	Activity-Center-Accessibility-within-45-min¶	Cost-per-New-Rider¶	Systemwide-Ridership¶	Overall-Passenger-Crowding¶	System-Integration¶	Transit-Speed,-MPH¶
Concept¶				Citywide¶	Citywide¶	Regional¶	Citywide¶	Citywide¶	Citywide¶	Citywide¶	Citywide¶	Citywide¶
ID¶	Description-and-Representative-Extent/Alignment¶	Mode¶	Profile¶	Score¶	Score¶	Score¶	Score¶	Score¶	Score¶	Score¶	Score¶	Score¶
¶	2050-Baseline-Transit-System¶	¶	¶	-¶	-¶	-¶	-¶	-¶	-¶	-¶	-¶	-¶
1D¶	16th-Subway-(Church--3rd)¶	LRT¶	Subway¶	4.3¶	3.0¶	2.0¶	2.0¶	2.0¶	4.0¶	4.0¶	4.0¶	3.0¶
3A¶	Oakdale/Palou-Bayshore-24th-BRT-(Hunters-Point--24th-&-Mission-BART)¶	BRT¶	At-Grade¶	1.3¶	2.0¶	2.0¶	1.0¶	4.0¶	3.0¶	2.0¶	1.0¶	3.0¶
4B¶	Geary-(Salesforce-TC--48th)¶	LRT¶	At-Grade-/Subway¶	5.0¶	5.0¶	5.0¶	5.0¶	3.0¶	5.0¶	5.0¶	2.0¶	5.0¶
6B¶	N-Judah-with-Sunset-Tunnel-Extensions-(Church-&-Duboce-9th)¶	LRT¶	At-Grade-/Subway¶	2.3¶	3.0¶	1.0¶	3.0¶	2.0¶	3.0¶	3.0¶	2.0¶	3.0¶
8¶	Muni-Metro-System-Optimization-(all-lines-except-T-Third)¶	LRT¶	At-Grade-/Subway¶	1.7¶	1.0¶	2.0¶	1.0¶	5.0¶	2.0¶	2.0¶	3.0¶	1.0¶
8E¶	Muni-Metro-M-Line-Subway-Extension,-West-Portal-Parkmerced¶	LRT¶	Subway¶	1.7¶	3.0¶	1.0¶	3.0¶	1.0¶	2.0¶	3.0¶	4.0¶	2.0¶
8DT1¶	Muni-Metro-Downtown-Subway,-Division-Howard-(Church-Salesforce-TC)¶	LRT¶	Subway¶	3.3¶	3.0¶	3.0¶	3.0¶	2.0¶	4.0¶	4.0¶	5.0¶	4.0¶
8DT2¶	Muni-Metro-Downtown-Subway,-Division-King-(Church--4th/King)¶	LRT¶	Subway¶	1.3¶	1.0¶	3.0¶	1.0¶	1.0¶	2.0¶	3.0¶	5.0¶	1.0¶
9A¶	San Bruno-Bayshore-Potrero-via 9th/10th-Market-(Visitation-Valley-Downtown)¶	BRT¶	At-Grade¶	1.0¶	1.0¶	4.0¶	1.0¶	-¶	1.0¶	2.0¶	2.0¶	1.0¶
10A¶	Central-Subway-Extension,-T-Third-Phase-3-(Chinatown-North-Beach-Van-Ness)¶	LRT¶	Subway¶	3.0¶	3.0¶	2.0¶	3.0¶	3.0¶	4.0¶	4.0¶	2.0¶	4.0¶
11A¶	19th/Park-Presidio-(Daly-City-BART-Golden-Gate-Toll-Plaza/Presidio-TC)¶	BRT¶	At-Grade¶	3.0¶	2.0¶	2.0¶	2.0¶	2.0¶	2.0¶	3.0¶	2.0¶	1.0¶
12A¶	3rd,-T-Third-Subway-Extension-and-Surface-Optimization-(Bayshore-4th-&-King)¶	LRT¶	At-Grade-/Subway¶	2.7¶	4.0¶	4.0¶	4.0¶	3.0¶	4.0¶	1.0¶	2.0¶	5.0¶

Note: The 1 to 5 score for each concept is based on natural breaks, with 1 representing weakest performance and 5 representing the strongest performance on each metric. For metrics where smaller or negative values are the desirable outcome, the 1 to 5 scoring has been reversed, so that a score of 5 consistently indicates the best outcome across all criteria; this applies to reduced VMT and GHG emissions (elements of Criterion 2), cost per new rider (Criterion 6), and share of trips in crowded conditions (Criterion 8). Decimal score for Criterion 2 is based on an average of three metrics.

Questions or comments?

Next Steps



**Final Networks,
Policies, and
Programs**



**Capital Project List
+ Prioritization**



**Draft
Transportation
System Plan**

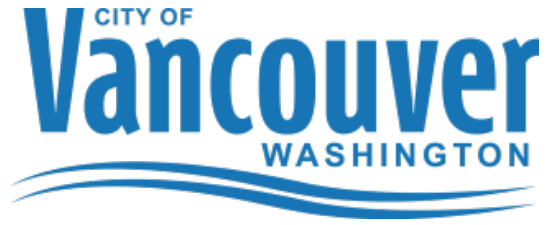
Topics for TMC Meetings (Spring 2023)

- Prioritized project list
- Street typology and standards update
- Pedestrian crossing policy
- Performance measures
- Funding recommendations

Thank You

To learn more, visit [\[website\]](#)





Katherine Kelly,
Senior Policy Advisor



Casey Liles, Design
Manager

Shilpa Mallem, Deputy
Design Manager

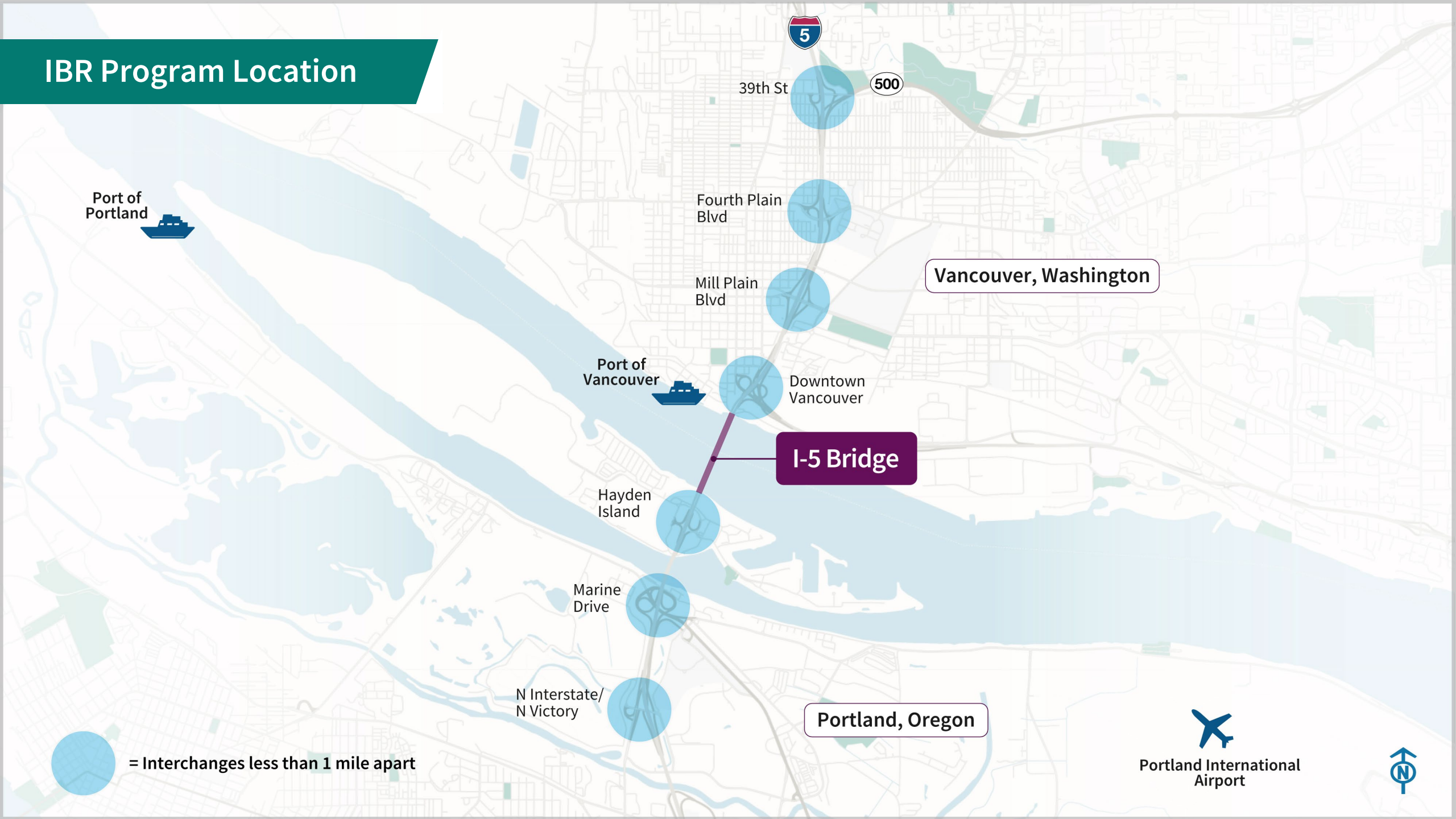


Interstate Bridge Replacement Program

Presentation to City of Vancouver Transportation &
Mobility Commission

December 6, 2022

IBR Program Location



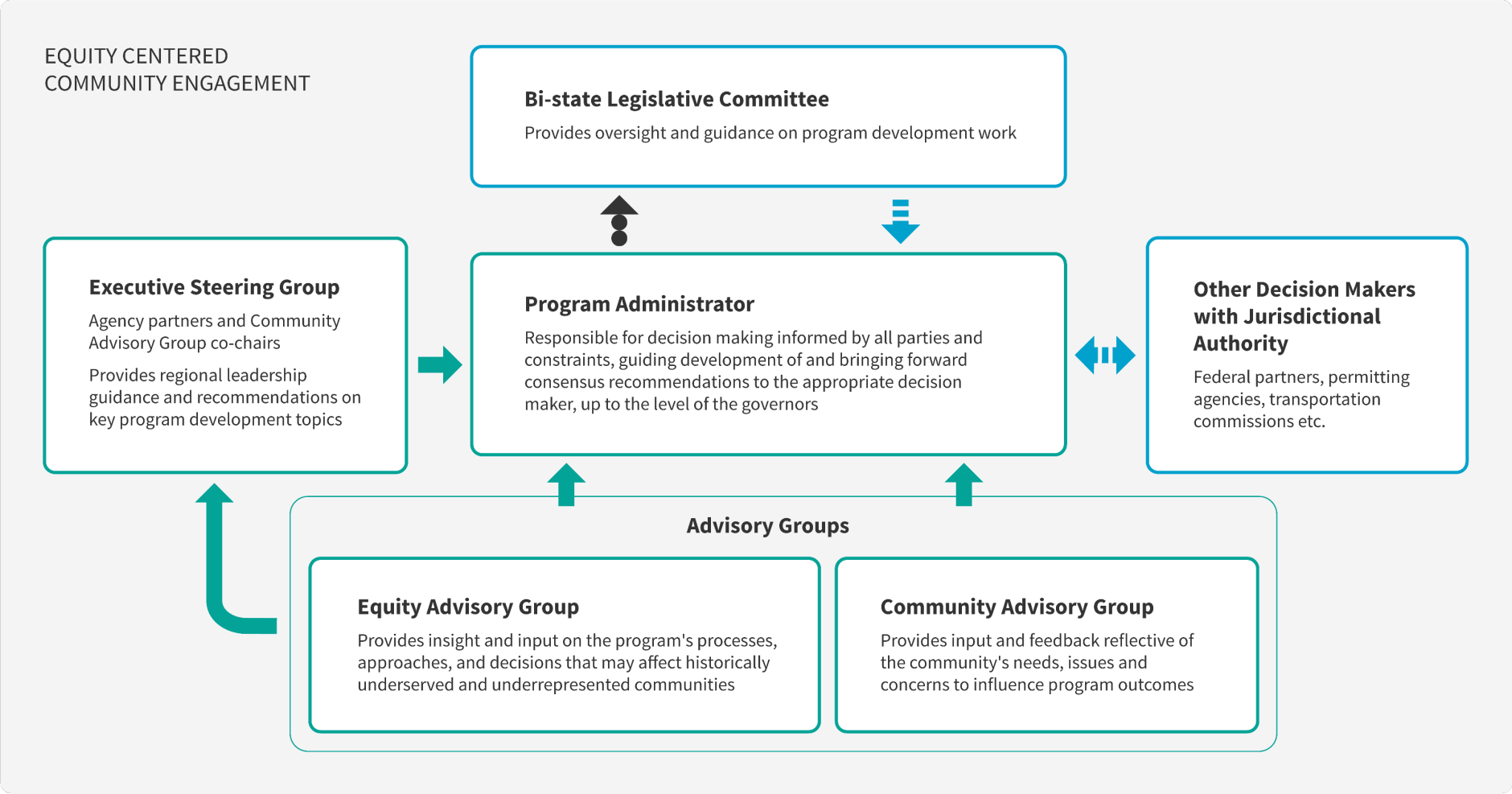
Initiating IBR Efforts

- ▶ **Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019**
- ▶ **\$1.1 billion in combined funding dedicated by OR and WA as of November 2022**
 - Oregon has given \$55 million and Washington has given \$45 million for planning
 - 2022 Move Ahead Washington revenue package allocates \$1 billion to fund WA's share of the anticipated cost needed to complete the program
- ▶ **Bi-state legislative committee oversight and guidance to shape program work**
- ▶ **ODOT and WSDOT are jointly leading the program work in collaboration with eight local partner agencies:**
 - Oregon Metro
 - TriMet
 - City of Portland
 - Port of Portland
 - SW WA Regional Transportation Council
 - C-TRAN
 - City of Vancouver
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown

Oversight and Advisory Groups



KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

Why Replace the Interstate Bridge?



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



Earthquake vulnerability:

In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.



Impaired freight movement:

Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.



Inadequate bike & pedestrian paths:

Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.

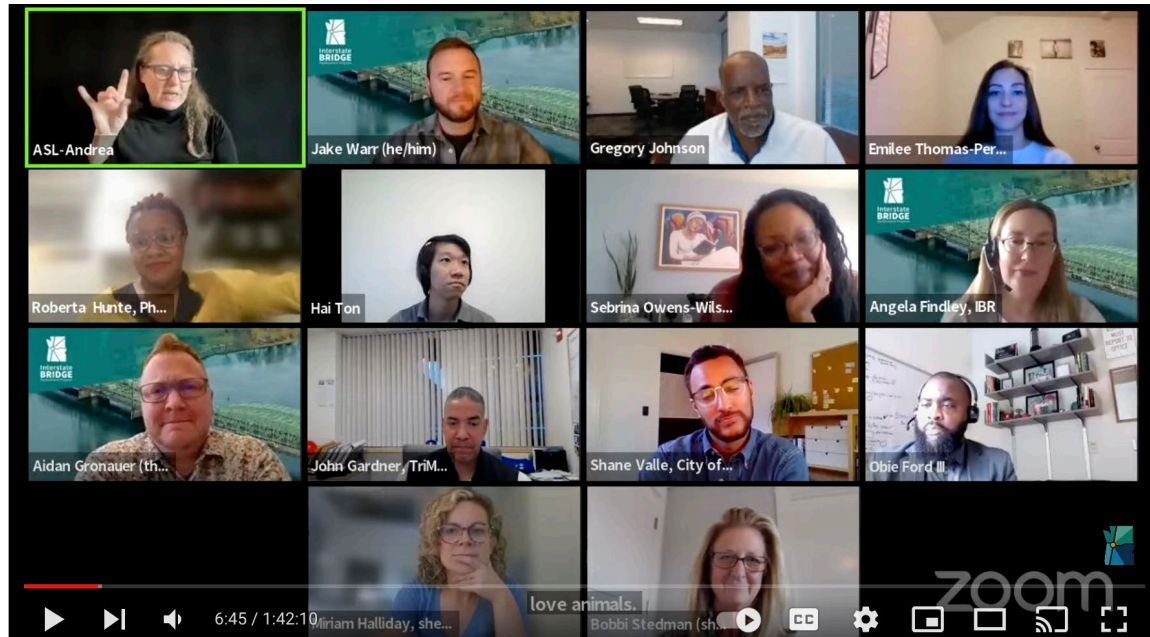


Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in 7 to 10 hours of congestion during peak travel times.



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

Equity and Climate are Key Priorities



Equity Advisory Group

- ▶ Maximize benefits and minimize burdens for equity-priority communities
- ▶ Center equity-priority community engagement and feedback
- ▶ Support state climate goals of reduction in greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions

Community Engagement

► Engagement Methods

- Open houses + community briefings
- Virtual public meetings
- Fairs & Festivals
- Surveys
- Listening sessions
- Community working groups
- Ongoing community presentations

► Outreach + Notification

- 100,000 postcards mailed to zip codes within program area
- Monthly e-newsletter reaches 6,000+ subscribers
- Digital, print, and radio advertisements in multiple languages
- Media outreach
- Social media



Modified LPA Endorsement Process

► June – July 2022

- All eight program partners endorsed the Modified LPA
- Executive Steering Group unanimously endorsed the Modified LPA
- Bi-State Legislative Committee acknowledged moving into the environmental review process

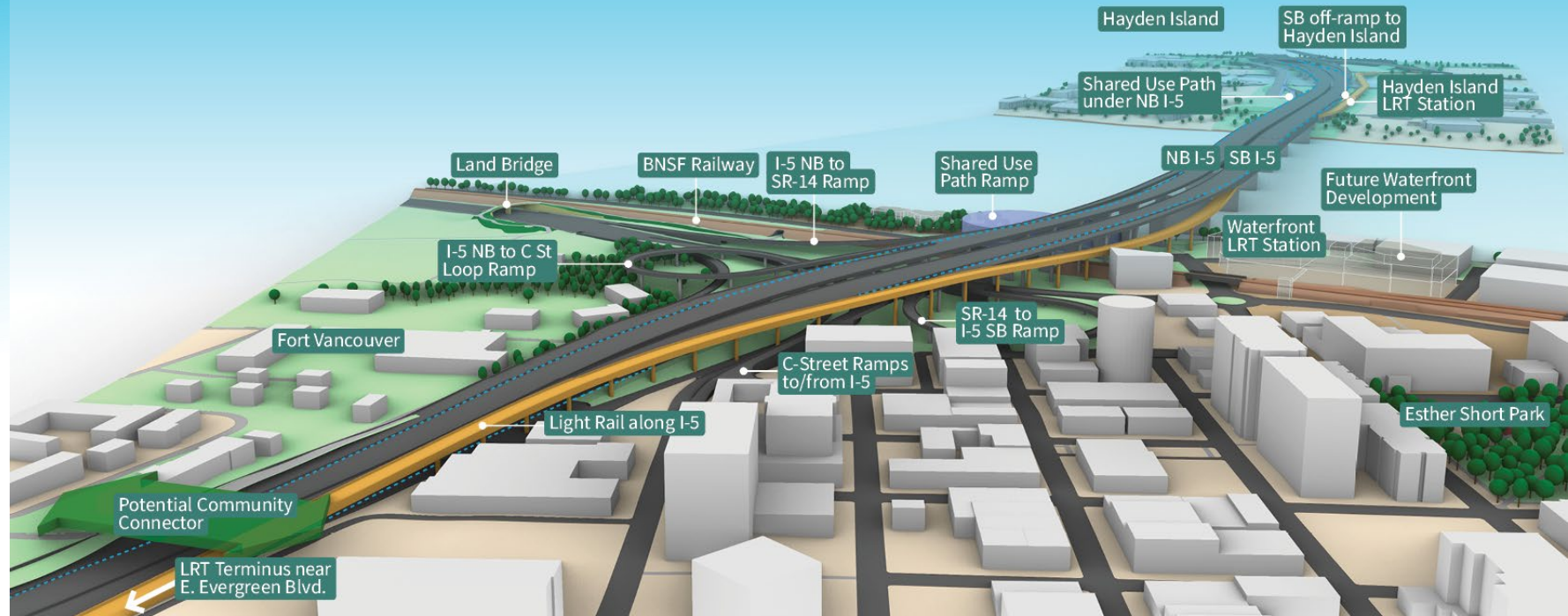
► The Modified LPA is not the final design, it identifies key elements to study in the Supplemental Draft Environmental Impact Statement (SDEIS)

- The SDEIS evaluates the benefits and impacts of the Modified LPA with public review and comment

IBR: Modified LPA

Hayden Island:
Partial Interchange
Transit:
Light Rail to Evergreen near I-5

River Crossing
Auxiliary Lanes: **1**
Variable Rate
Tolling: **Yes**



Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.

Benefits of Expanding LRT from Expo to Evergreen

4 Stations* 

3,000+ Residents are within a half mile walk

26% BIPOC  **41%** Low-income

*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*

68% General **73%** BIPOC

59% Low-income **71%** People w/ disabilities

*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

Climate - GHG Reduction*

36,000 metric tons/year
or the equivalent of

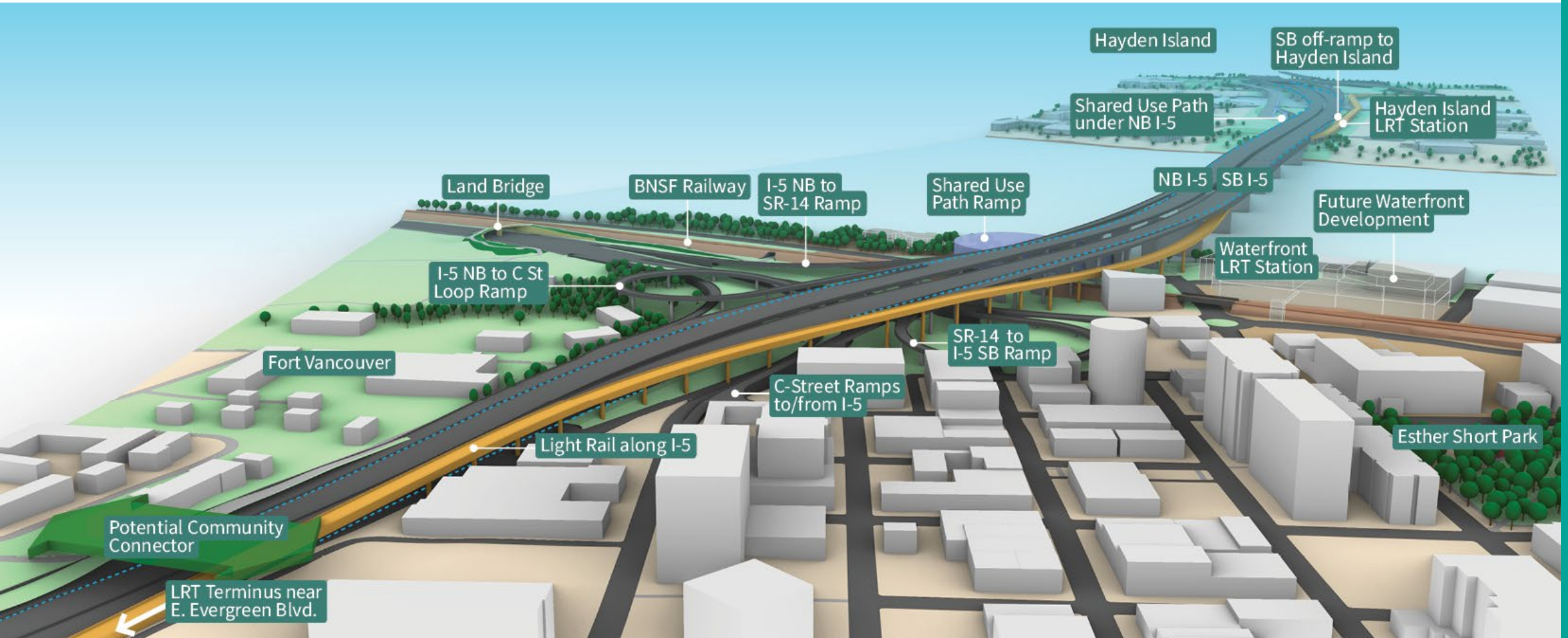
 **7,000** homes' electricity for one year
OR
 **89,400,000** miles driven by gas powered car

*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

Strategies to Combat Climate Change

- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

IBR Modified LPA: Downtown Vancouver



Example of One Possible River Crossing Concept

This graphic is for example purposes only to show one way that all modes of transportation could be accommodated

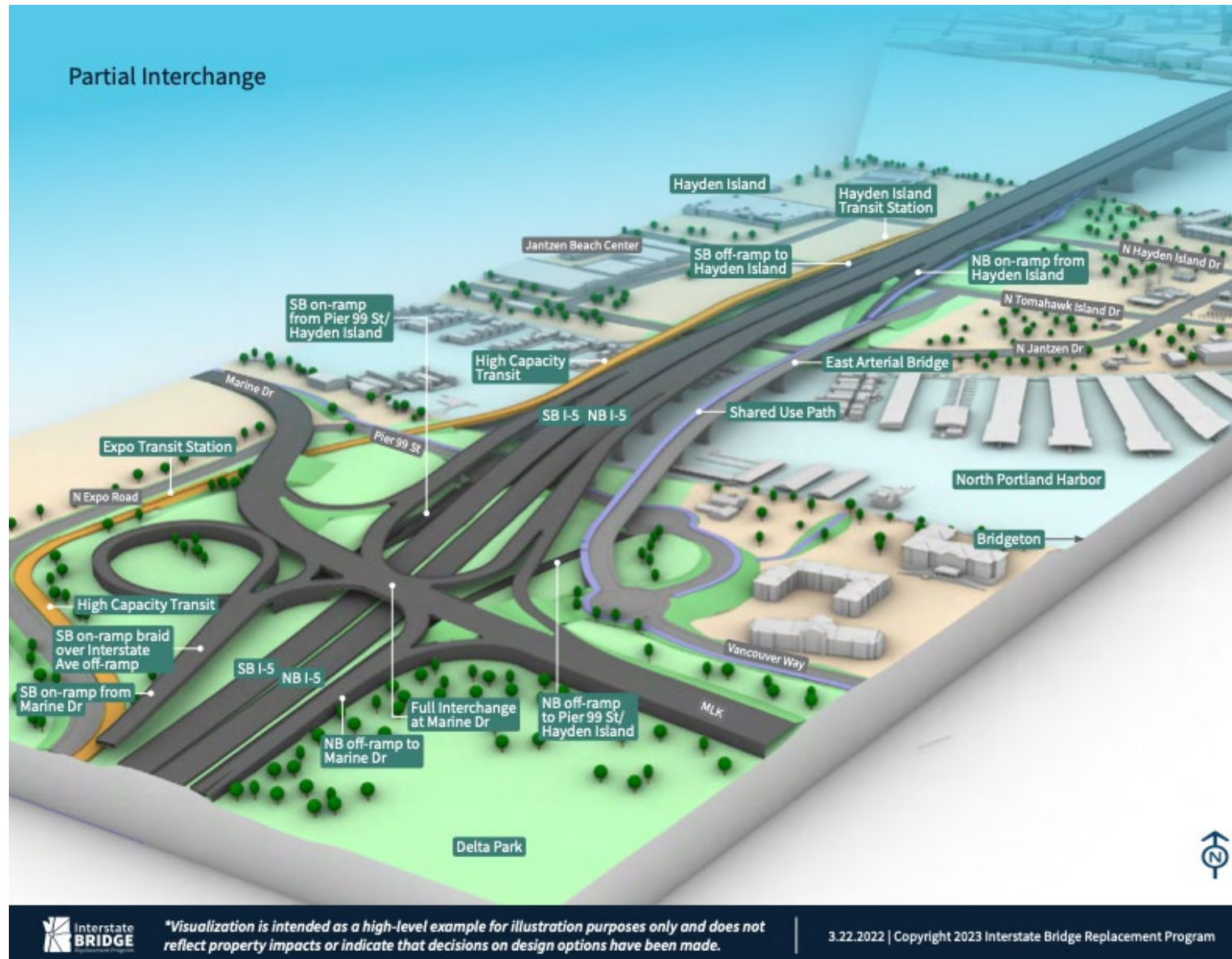
Decisions on bridge width, configuration, bridge type, and aesthetic design have not been determined

Work is in progress to explore the tradeoffs of different river crossing concepts

Existing bridge will be removed when the new bridge has been completed.

DRAFT

IBR Modified LPA: Hayden Island & Marine DR



Other Assumptions in the Modified LPA

- ▶ Seismically sound replacement bridge
- ▶ Three through lanes northbound and southbound
- ▶ Replacement of the North Portland Harbor Bridge
- ▶ Prioritize a comprehensive transit network
- ▶ Additional interchange improvements within the program corridor
- ▶ Safe and comfortable active transportation
- ▶ Assumption that Variable Rate Tolling will be used for funding and to help manage congestion

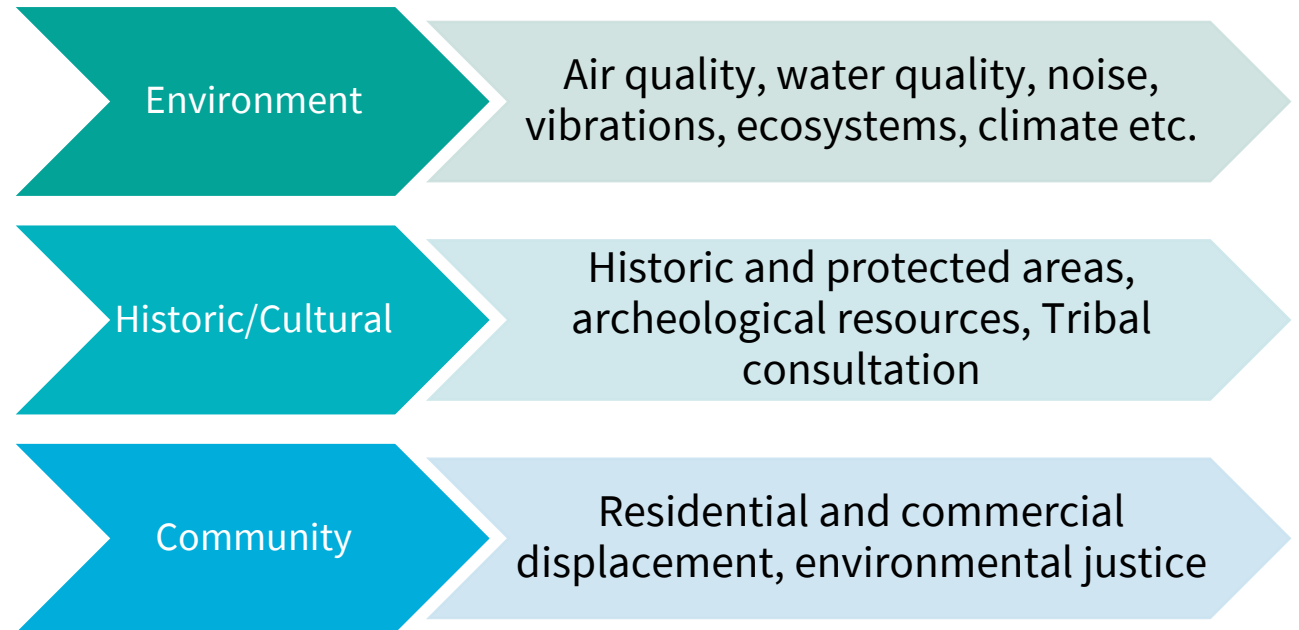


Environmental Analysis

What is NEPA?

National Environmental Policy Act of 1970

- ▶ Requires federal agencies to **assess and disclose environmental effects of proposed actions** prior to making decisions
- ▶ Ensures agencies consider public comments as part of their decision making.



Building Upon Past Work

- ▶ **IBR is preparing an SEIS that builds on prior NEPA analysis**
 - 2008 Draft EIS evaluated four build alternatives and a no build alternative
 - One alternative was identified as the Locally Preferred Alternative (LPA)
 - The LPA was refined and evaluated in the Final EIS and selected in the 2011 ROD
- ▶ **Multiple alternatives were thoroughly analyzed during prior planning**
 - Our 8 local partner agencies worked with IBR to review and refine how to address changes in the program area
 - IBR reviewed and confirmed solutions like a third bridge or a tunnel do not meet the needs of the program
- ▶ **The Modified LPA is not the final design but identifies key elements to study in the SEIS process**
 - Addresses how to respond to changes that occurred in the program area
 - Intent is to **update and improve upon past work** without restarting planning efforts

Supplemental Environmental Impact Statement

- ▶ **Supplements** (or builds on) past NEPA documents and decisions
- ▶ Focuses analysis on components that have changed since prior planning efforts

Supplemental **Draft** EIS

- ▶ **Evaluates two alternatives**
 - Updated No Build Alternative
 - Modified LPA
- ▶ **Design is conceptual**
 - General alignments and locations of transportation facilities
- ▶ **Impacts and benefits**
 - Mix of quantitative and qualitative analysis
- ▶ **Mitigation**
 - Proposed measures to address unavoidable adverse impacts where possible

Elements of the Environmental Analysis

- ▶ Acquisitions
- ▶ Air Quality
- ▶ Archaeology
- ▶ Aviation
- ▶ Climate
- ▶ Cumulative
- ▶ Economics
- ▶ Ecosystems
- ▶ Electromagnetic Fields (EMF)
- ▶ Energy
- ▶ Environmental Justice
- ▶ Equity
- ▶ Geology and Groundwater
- ▶ Hazardous Materials
- ▶ Historic Built Environment
- ▶ Land Use
- ▶ Neighborhoods and Populations
- ▶ Noise and Vibration
- ▶ Parks and Recreation
- ▶ Public Services
- ▶ Section 4(f)
- ▶ Transportation
- ▶ Utilities
- ▶ Visual and Aesthetics
- ▶ Water Quality and Hydrology
- ▶ Wetlands

Supplemental Draft EIS Comment Period

- ▶ Supplemental Draft EIS will be published, publicly noticed, and posted to the IBR program website
- ▶ Public comment period – **Summer 2023**
- ▶ Multiple forums to submit comments, including but not limited to:
 - Online comment forms
 - Emails and letters to IBR program
 - Comment forms and oral testimony at public hearing
- ▶ Comments must be submitted in writing or as oral testimony in order to be included in the public comment record

Supplemental Final EIS and Amended ROD

- ▶ **The Supplemental Final EIS includes the following:**
 - Consider all Supplemental DEIS public comments
 - Refine the Modified LPA in response to public comments and other design considerations
 - Update, correct, and augment the environmental impact and benefit analysis
 - Include additional regulatory compliance activities and findings
 - Commit to specific mitigation
- ▶ **Amended Record of Decision:**
 - Issued by the lead federal agencies
 - Documents the alternative selected for further design and permit applications
- ▶ **A Combined Supplemental Final EIS and Amended Record of Decision is planned – Summer 2024**

NEPA and Other Regulatory Milestones

- ▶ Supplemental Draft EIS: **Summer 2023**
- ▶ Public Comment Period: **Summer 2023**
- ▶ Combined Supplemental Final EIS and ROD: **Summer 2024**
- ▶ National Historic Preservation Act
 - Section 106 Programmatic Agreement and Mitigation Plan: **Early 2024**
- ▶ Endangered Species Act
 - Section 7 Biological Opinion: **Mid 2024**
- ▶ U.S. Army Corps of Engineers
 - Clean Water Act Section 404 Permit: **Late 2025/Early 2026**
 - Rivers and Harbors Act Section 408 Navigation Channel/Levee Alterations: **Late 2025/Early 2026**
- ▶ U.S. Coast Guard
 - Rivers and Harbors Act Section 9 Bridge Permits: **Late 2025/Early 2026**

U.S. Coast Guard Permit Process

- ▶ A preliminary navigation clearance determination is one of many steps in the process to identify the final bridge height
- ▶ IBR will continue coordinating with the Coast Guard to identify a solution that best accommodates river navigation while balancing the needs of other modes, including freight, automobile, bicyclists, pedestrians, transit, and aviation

Pursuit of Federal Funding

- ▶ **Primary federal funding opportunities**
 - **USDOT Bridge Investment Program:** Awarded \$1 million planning grant and submitted joint ODOT/WSDOT application for \$750 million construction grant
 - **USDOT Mega Program**
 - **FTA Capital Investment Grants Program**
- ▶ The program will continue to explore opportunities for other grants to maximize federal funding

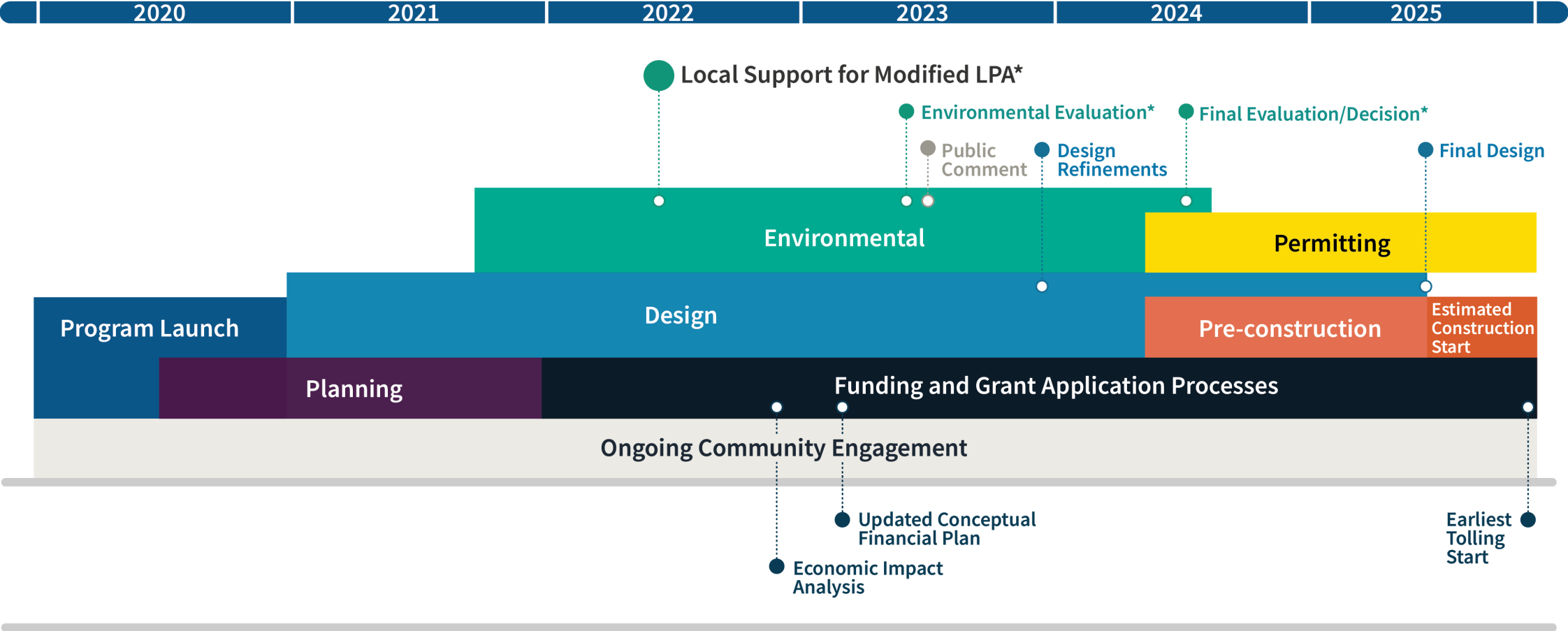
Cost + Financial Plan Assumptions

- ▶ Cost and funding estimates are being updated to reflect the Modified LPA
- ▶ Anticipated funding sources:
 - Equal state contributions
 - *Washington Contribution: \$1 billion (dedicated through Move Ahead WA package)*
 - *Oregon Contribution: \$1 billion*
 - Federal Grants and Discretionary Funding
 - *Non-federal match is needed to be competitive for federal grant opportunities*
 - Tolling
 - *IBR tolling will be implemented in a bi-state environment*
 - *Toll revenue collected on the facility will be dedicated to the Interstate Bridge*

Next Steps

- ▶ **Late 2022**
 - Updated cost estimate to reflect the Modified LPA
- ▶ **2023:**
 - Updated Financial Plan
 - Additional tolling and funding discussions
 - Federal environmental review and evaluation process for the Modified LPA
 - Continue applying for federal grant funding opportunities
 - SDEIS Public Comment Period
- ▶ **Ongoing through 2024:**
 - Additional analysis and development of design details
 - Continued community engagement as part of the federal environmental review process
 - Publish the Supplemental Final Environmental Impact Statement
- ▶ **Construction anticipated to begin late 2025**

Program Schedule



*Partner agencies confirmed their support for foundational components of the Modified LPA (Locally Preferred Alternative) to advance for further study in the environmental evaluation (Supplemental Draft Environmental Impact Statement or SDEIS). During the SDEIS, public comment will be taken for approximately 45 days and design refinements will be made the following months to respond to findings from the environmental review and public input. Full acceptance of a corridor-wide alternative will not be identified until after public comment and design refinement. At the conclusion of the review process, a Record of Decision (ROD) will be made and the program will enter into final design and pre-construction.

Upcoming Engagement

► Late 2022

- Neighborhood and community-based organization (CBO) briefings
- Determine improvements of Modified LPA for analysis in the SDEIS
- Visually describe the improvements being studied in the SDEIS

► 2023

- Mini-Grant partnerships with CBOs
- Affinity listening sessions
- Online and in-person open houses
- Community briefings
- Event tabling
- Public hearings for the SDEIS

► Future engagement (2023 -2026)

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





For more information contact:

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Follow us on social: @IBRprogram



Thank you!

www.interstatebridge.org

DATE: December 6, 2022

TO: Chair Ramos and Transportation and Mobility Commission members
CC: Rebecca Kennedy, Deputy Director, Community Development Department

FROM: Casey Liles, Design Manager, Interstate Bridge Replacement Program
Shilpa Mallem, Deputy Design Manager, Interstate Bridge Replacement Program
Bryan Stebbins, Communications, Interstate Bridge Replacement Program

RE: Interstate Bridge Replacement (IBR) Program Overview

Introduction

Staff of the Interstate Bridge Replacement (IBR) program will provide a brief history, status update, and discuss next steps for the program.

Overview/Preview

IBR staff will provide members of the City of Vancouver's Transportation and Mobility Commission (TMC) with a brief overview of the IBR program's history, the endorsed Modified Locally Preferred Alternative (LPA), the Supplemental Environmental Impact Statement process, and next steps.

Background

With support from the Executive Steering Group (ESG), a Modified LPA went before local partner agency boards, councils, and commissions for discussion and consideration. The guiding bodies of each of the eight local partner agencies met between June 22, 2022 and July 14, 2022 to consider the program's Modified LPA. These boards, councils, and commissions each voted in support of endorsing the program's Modified LPA through their own agency's resolution.

After all local partner agencies conducted their votes of endorsement, ESG was asked to consider a consensus adoption of the recommended Modified LPA to move forward into the federal environmental review process. On July 21, the ESG reached a unanimous recommendation to move the program's Modified LPA into the federal environmental review process for further study – the next steps in addressing replacement of the Interstate Bridge between Oregon and Washington. Later that day, the bi-state legislative committee met to discuss ESG's unanimous endorsement of the Modified LPA and acknowledged moving the program forward into the next phase of work.

Achieving regional alignment around the Modified LPA is a significant milestone demonstrating that our region is committed to getting a replacement bridge built. The endorsement of the Modified LPA by the eight local partner agencies is a crucial step toward completing a Supplemental Draft

Interstate Bridge Replacement Program Overview

December 6, 2022

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Environmental Impact Statement (SDEIS) and helps the program's competitiveness when applying for federal funding opportunities.

Action, Timeline, Next Steps

No action is requested with this presentation; this presentation is informational and will provide the TMC with an update on IBR program work and activities and an overview of the Modified LPA. The Modified LPA is now undergoing detailed evaluation to be documented in a SDEIS. Additional analysis completed over the next several months will help us better understand the benefits, impacts, and tradeoffs of the Modified LPA and associated proposed program improvements. This additional work and analysis will culminate in the publishing of the SDEIS, which will summarize environmental review findings and proposed mitigations for adverse impacts. The program anticipates publishing the SDEIS for further review and public comment in summer 2023.

City staff representing the City in the IBR Program will continue to keep the TMC updated, with a particular focus on impacts to local roadways, multimodal infrastructure, key community connections, and placemaking elements.

Staff Contact:

Katherine Kelly, Senior Policy Advisor, Community Development Department

Email: Katherine.Kelly@cityofvancouver.us; Cell: (360) 644-4446

Attachment(s): None.