CITY OF Vancouver WASHINGTON

Interstate Bridge Replacement (IBR) Program

Draft Supplemental Impact Statement (DSEIS)

Aviation Advisory Committee

October 23, 2024

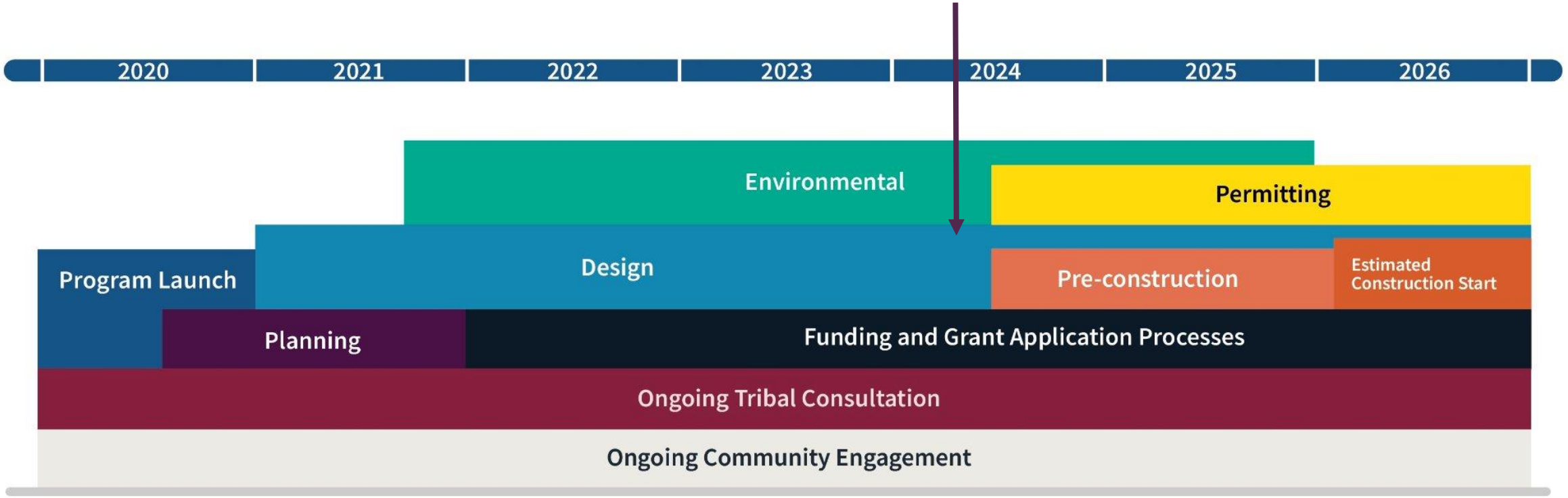
Katherine Kelly, Policy Advisor
Lori Severino, Senior Planner
Community Development Department

Agenda

- Introduction
- IBR Program overview
- Summary of relevant findings in the Draft SEIS
- Summary of staff comments on findings to date
- Discussion

IBR Program Schedule

Draft SEIS 60-day public comment period (Sept. 20 – Nov. 18, 2024)



Schedule will be updated as needed to reflect program changes and timeline.

Modified Locally Preferred Alternative (LPA)

Interstate BRIDGE Replacement Program

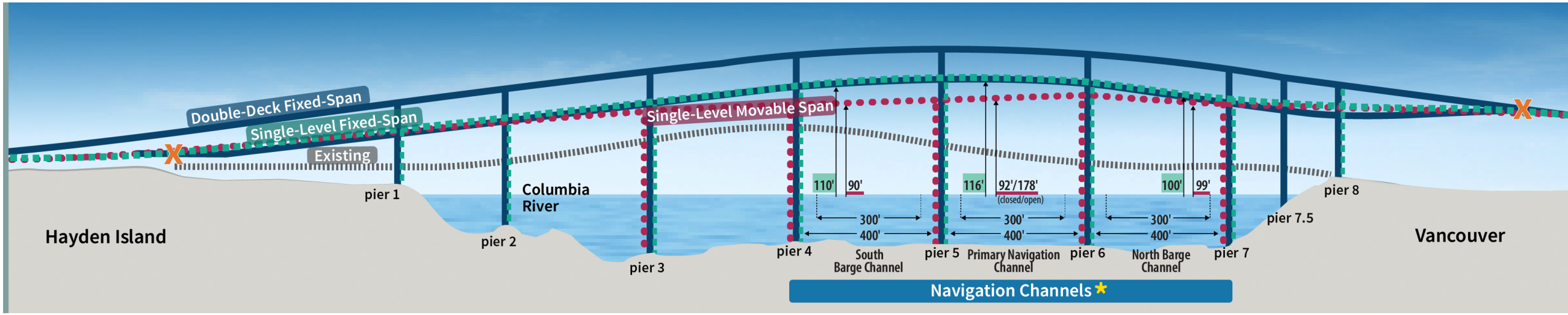
August 2024

Design Options – Downtown Vancouver

Figure 1-23 of the Aviation Technical Report: Downtown Vancouver (Subarea C)

Design Options – Bridge Configurations

- Double-deck fixed-span
- Single-level fixed-span
- Single-level movable span



Source: IBR (Profile and Navigation Clearances of the Proposed Modified LPA Columbia River Bridges)

Draft SEIS Findings

- Following slides summarize what the Draft SEIS says
  - Draft SEIS compares the Modified LPA to the No-Build Alternative

- Overall Benefits
- Long-term effects to Aviation
  - Part 77
  - Standard for Terminal Instrument Procedures (TERPS)
  - Wildlife Strikes
- Temporary effects to Aviation

Draft SEIS Findings

Achieves “Purpose and Need” and program goals

- **Earthquake vulnerability:** meets modern standards
- **Safety:** reduces vehicular crashes by 13-17%
- **Congestion:** increases throughput of people over the river, but reduces vehicle trips, Vehicle Miles Travelled (VMT), travel times, and hours of daily congestion
- **Freight movement:** improves reliability and supports regional economy
- **Bike and Pedestrian Facilities:** increases options, connectivity, and safety
- **Public transit:** increases transit riders across the river by over 14,000
- **Climate:** contributes to reduction in greenhouse gas emissions
- **Equity:** increased job access for all demographic groups

Draft SEIS Findings

Long-term effects: Part 77

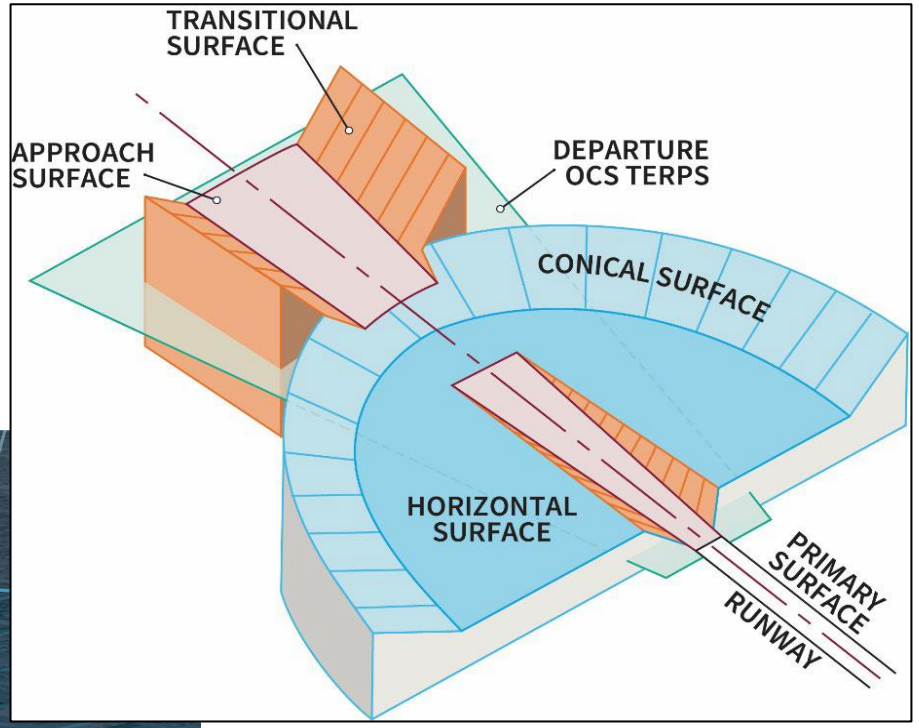


Figure 2-4 in the Aviation Report: Typical Civil Airport Protected Airspaces

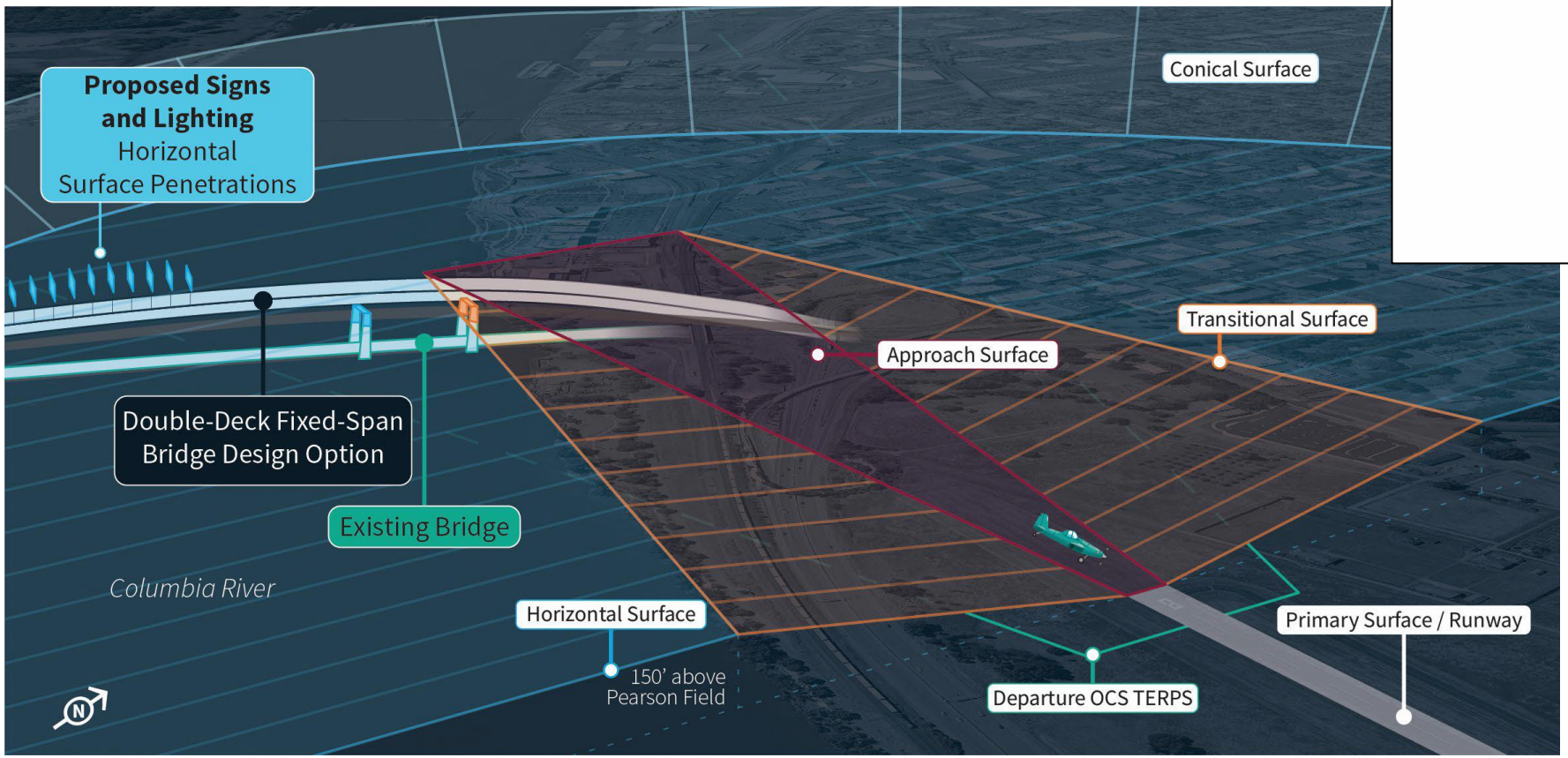


Figure 4-2 of the Aviation Technical Report. Locations for Low-Profile Signs and Lights on Modified LPA with **Double-Deck** Fixed-Span Configuration (Plan View)

Draft SEIS Findings

Long-term effects on Pearson Field: Part 77

- No obstructions would penetrate the transitional or approach surfaces, but signs and lighting up to 13 feet tall would penetrate the horizontal surface.
  - Program is subject to FAA review and requirements to mark obstacles.
- Under the single-level movable-span configuration, lift towers would penetrate the horizontal surface but not the transitional or approach surfaces.
  - Not likely be a hazard to aviation.
- Mitigation measures:
  - Provide obstruction marking and lighting to make river crossing structures visible to aircraft.
  - Design roadway or accent lighting on the bridges and surrounding interchanges to limit light or glare that could affect aviation at Pearson Field.

Draft SEIS Findings

Long-term effects on Pearson Field: TERPS

US Standard for Terminal Instrument Procedures (TERPS):

- Departure procedures required for penetrations of the obstacle clearance surface (OCS)
- Includes departure routes and climb gradients, as measured in feet per nautical mile (ft/NM)

Bridge Configuration	Climb Gradient	"No C-Street Ramps" Option
Existing Bridge (No-Build Alternative)	650 ft/NM	
Double-deck	427 ft/NM	401 ft/NM
Single-level fixed-span	474 ft/NM	357 ft/NM
Single-level movable span	544 ft/NM	

Draft SEIS Findings

Long-term effects on Pearson Field: Wildlife Strikes

- Modified LPA would reduce potential for bird nesting or roosting
- Measures:
  - Design structures to minimize locations for birds to roost or nest
  - Comply with FAA guidance on stormwater facilities
  - Use wire mesh or selective plantings to discourage bird use of stormwater ponds

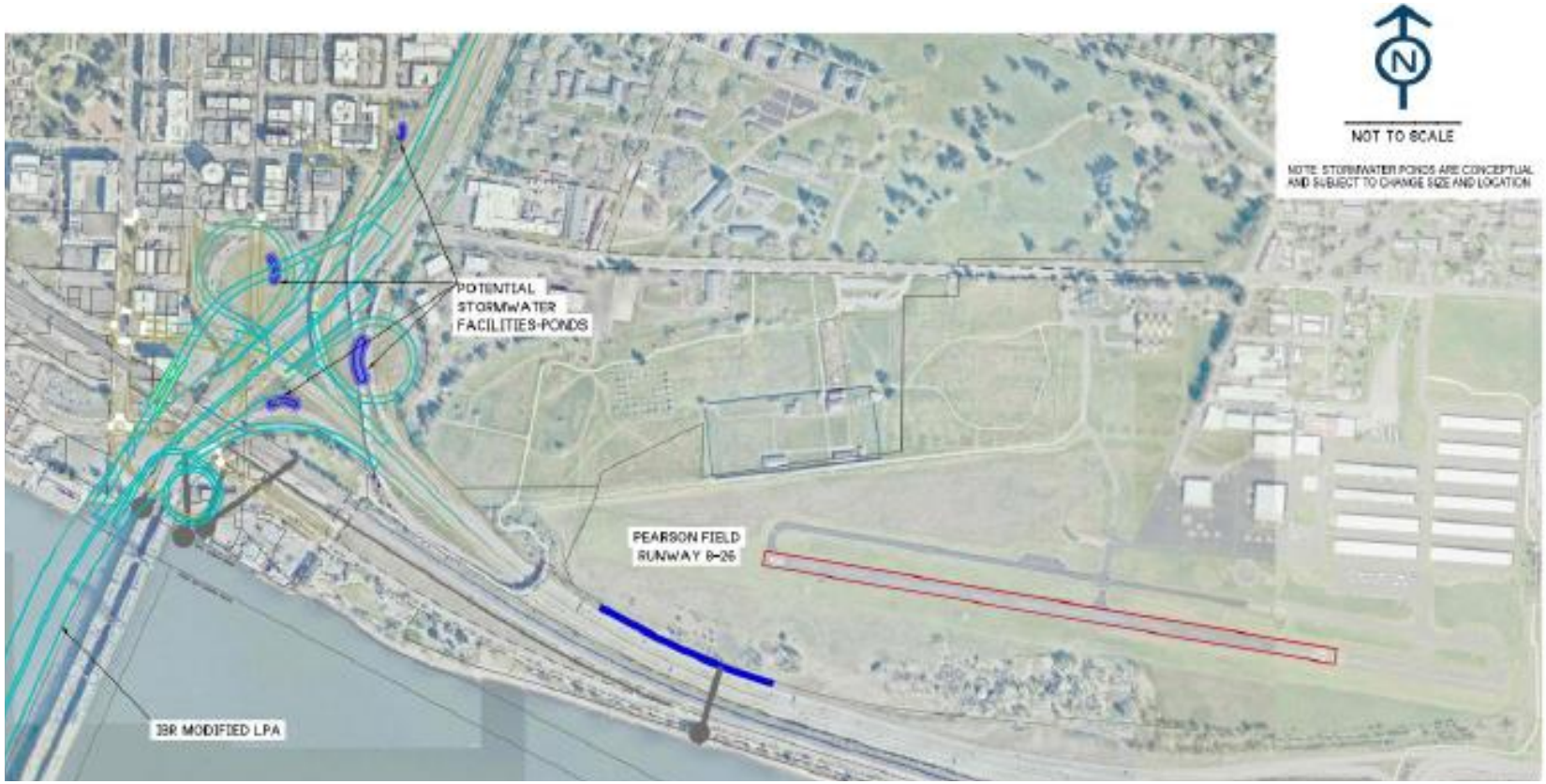


Figure 4-4 of the Aviation Technical Report: Potential Stormwater Facilities near Pearson Field

Draft SEIS Findings

Temporary effects on Pearson Field

- Construction equipment could temporarily penetrate the aviation surfaces – depends on the specific construction techniques and equipment used.
- Tallest equipment would be used to deconstruct the existing lift-span towers - would temporarily penetrate the Pearson Field Part 77 surfaces
  - Movable-span configuration: temporary effects could last up to two years longer
- Measures:
  - FAA would review and approve the location and height of tall construction equipment.
  - Equipment would be marked following FAA's regulations.
  - FAA may issue "Notices to Air Missions" restricting the existing instrument flight procedure and Runway 26 departure.

Draft SEIS Findings

Temporary effects on Pearson Field

- Construction dust or emissions in the SR 14 area could pose a short-term hazard to aviation by reducing visibility.
    - Measure: implement best management practices (BMPs) such as applying dust control measures and managing construction materials/activities to minimize glare and smoke.
- Temporary stormwater ponds could increase the potential for bird strikes.
    - Measure: Place wire mesh or other deterrents over the top of detention ponds to conceal water when they are full to prevent birds from landing on open water.
- No electronic interference with aviation-related instruments and communications anticipated beyond what is already present.
    - Measure: any electronic devices used for communication or other purposes cannot interfere with equipment required for air navigation and communication.
- Mitigation: Provide information to pilots and the public throughout construction.

Initial Staff Comments:

- Detailed review to be completed.
- Staff supports the proposed mitigation measures.

Next Steps:

- Staff to prepare a comment letter by Nov 18th deadline.
- Final SEIS and Record of Decision anticipated in 2025.

Draft SEIS Comment Period

https://www.interstatebridge.org/DraftSEIS

How to submit comments:

- In-person open houses in Vancouver (Oct 15) and Portland (Oct 17)
- 2 virtual events:
  - **Oct. 26**
  - **Oct. 30**
- Online comment form
- Email
- Voicemail
- Physical mail

How to Engage:

IBR-led

- Virtual Community Briefings
- Office hours with IBR staff
- Advisory Group Meetings
- Table at Vancouver events: Dia de Muertos on **Oct. 19** and Downtown Farmer's Market on **Oct. 26**
- Neighborhood Association and CBO outreach

City-led

- Presentations to City of Vancouver Commissions
- City table at Old Apple Tree Festival on Oct. 5
- Social media and newsletter outreach

Discussion

Staff is requesting feedback from the Aviation Advisory Committee on the:

- analysis of potential impacts and benefits in the Draft SEIS,
- sufficiency of the proposed mitigation measures, and
- any additional feedback on the Draft SEIS as it relates to the Committee's purview.

Learn more about the Draft SEIS and how to participate at:

https://www.interstatebridge.org/DraftSEIS

Staff contacts:

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Bridge Configurations

Figure 1-16. Cross Section of the Double-Deck Fixed-Span Configuration

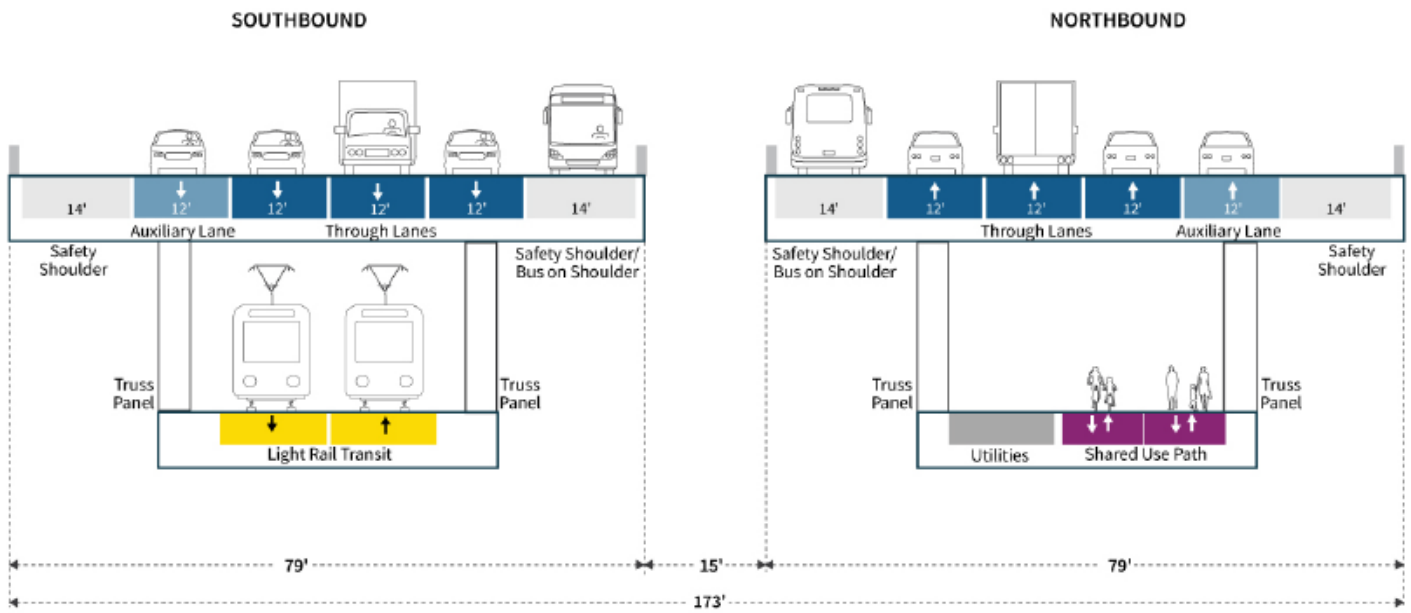

Figure 1-15. Conceptual Drawing of a Double-Deck Fixed-Span Configuration

Note: Visualization is looking southwest from Vancouver.

Figure 1-17. Conceptual Drawings of Single-Level Fixed-Span Bridge Types

Note: Visualizations are for illustrative purposes only. They do not reflect property impacts or represent final design. Visualization is looking southwest from Vancouver.

Design Options – Bridge Configurations

Figure 1-19. Conceptual Drawings of Single-Level Movable-Span Configurations in the Closed and Open Positions

Note: Visualizations are for illustrative purposes only. They do not reflect property impacts or represent final design. Visualization is looking southeast (upstream) from Vancouver.

Figure 4-1. Locations for Low-Profile Signs and Lights on Modified LPA with Double-Deck Fixed-Span Configuration (Profile View)

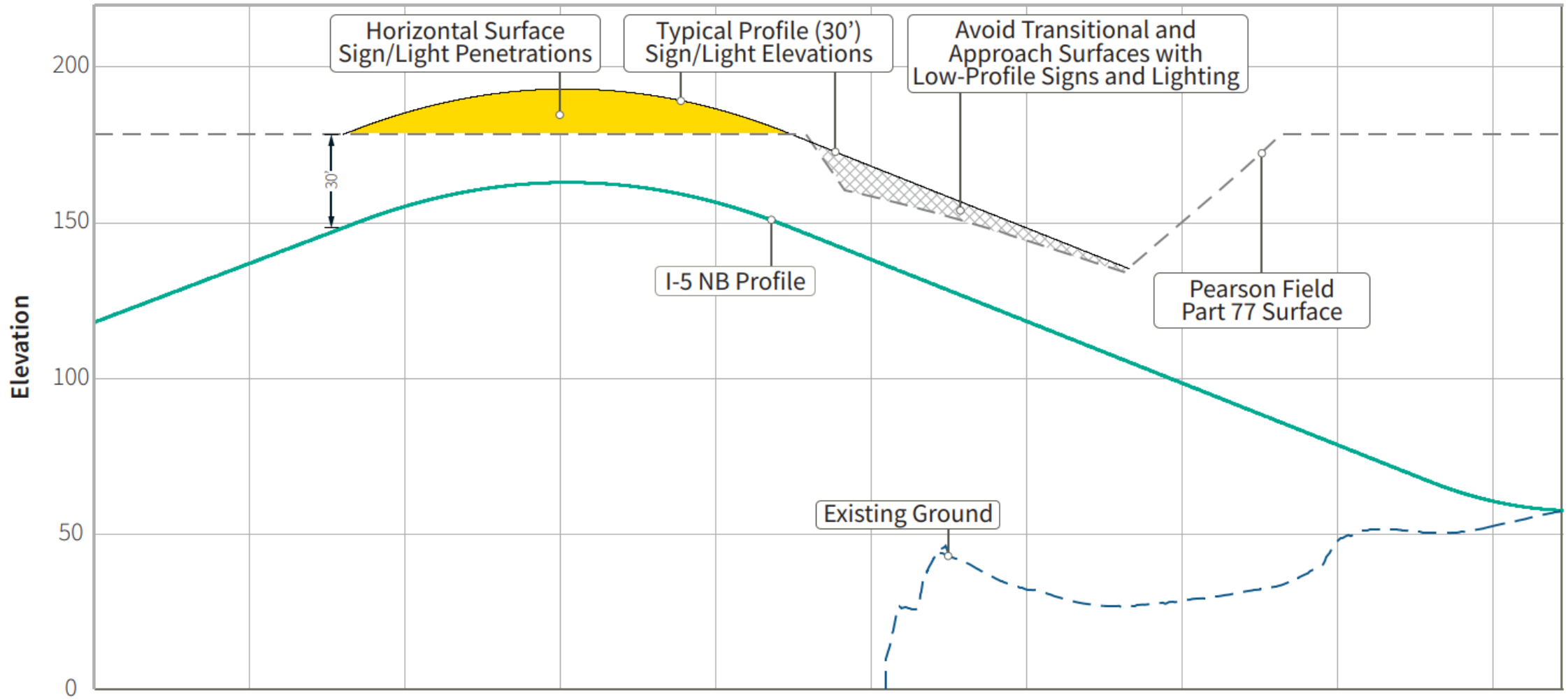

Figure 4-3. Pearson Field Protected Airspace – Modified LPA with Single-Level Movable-Span Configuration Intrusion