Columbia River Crossing
Light Rail Alignment Walking Tour and Hands-On Workshop
January 10, 2009 9am – 3 pm

AGENDA

Time	Activity
8:45 - 9:30	Arrive at Hudson Bay High School, board busses and travel to City Hall
9:30 - 10:20	Refreshment, City Presentation and Project Overview
10:20-10:30	Restroom Break
10:30-12:00	Bus/Walking tour (tour will include 12+ blocks of walking)
12:00-12:15	Return to Hudson Bay High School, restroom break, light lunch
12:15 – 3:00	Neighborhood workshop

FOUR THINGS WE WANT YOU TO LEARN FROM THE PRESENTATION AND TOUR

1) Basic project understanding, process and timeline
2) Future plans for downtown Vancouver
3) Light Rail Transit (LRT) design constraints
4) Differences between the Broadway/Washington Couplet and 2-Way on Washington Street alignments

LIST OF MATERIALS

Vancouver Walking Tour Map
Columbia River Crossing Project Fact Sheet
Sidewalk Images

Columbia River Crossing
Downtown Vancouver Light Rail

Vancouver Walking Tour Guide

January 8, 2008

Columbia River CROSSING

Vancouver Sidewalk Width Examples

Vancouver • 12 ft Sidewalk

Vancouver • 12 ft with 5 ft Cafe Zone

Vancouver • 12 ft with 6 ft Pedestrian Thru Zone

Photography by Zimmer Gunsul Frasca Architects, LLP

Sidewalk Width Examples Elsewhere

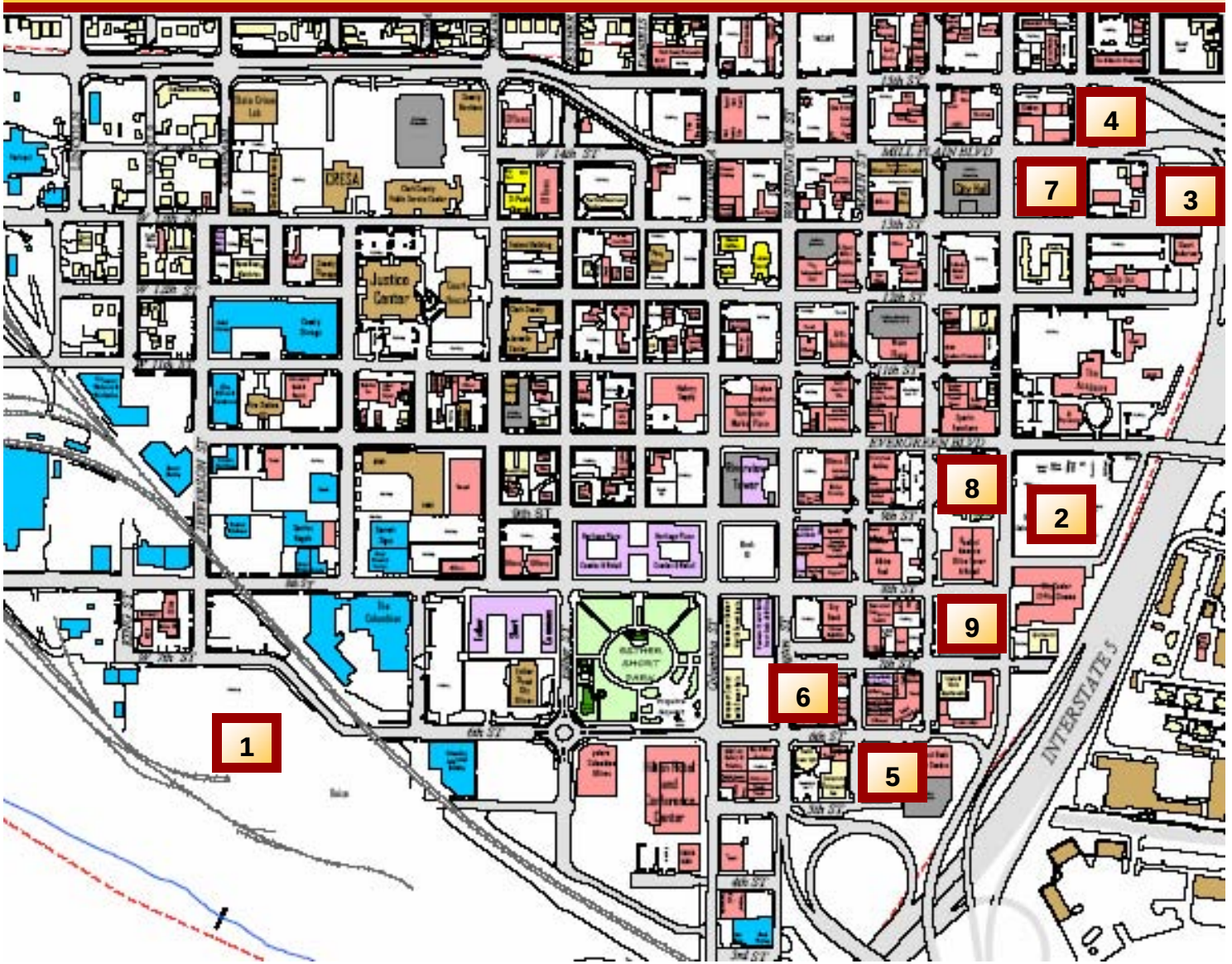
San Francisco • 24 ft with 10 ft Pedestrian Thru-Zone, 6 ft. cafe zone

Portland • 12 ft Sidewalk, 5 ft cafe, 3 ft Ped Thru-Zone

Portland • 15 ft Sidewalk with 8 ft Ped Thru-Zone

Photography by Zimmer Gunsul Frasca Architects, LLP

What's going up Downtown?



1 WATERFRONT

Residential:	2,700 units
Retail:	95,000 sq ft
Commercial:	600,000 sq ft
Hotel:	180,000 sq ft
Parking:	4,178 spaces

2 RIVERWEST

Library:	90,000 sq ft
Office:	120,000 sq ft
Hotel/Condo:	125 units
Residential:	140 Units
Restaurant:	4,500 sq ft
Retail:	13,000 sq ft
Parking:	
Structured:	850-900
Surface:	30-35

3 LUXE

Office/Condo:	42,000 sq ft
Residential:	6 units
Parking:	47 spaces

4 400 MILL PLAIN

Phase I

Commercial:	60,000 sq ft
Surface Parking:	

Phase II

Commercial:	90,000 sq ft
Parking:	350 spaces

5 FRONTIER

Office:	57,000
Retail:	5,700
Parking:	61

6 VANCOUVERCENTER

Office:	45,000 sq ft
Retail:	15,000 sq ft
Residential:	100 units

7 PRESITGE PLAZA

Office:	10,000 sq ft
Retail:	10,000 sq ft
Residential:	45 units
Parking:	125 spaces

8 EVERGREEN /BROADWAY

Retail:	12,000 sq ft
Residential	110 units
Parking:	275 spaces

9 CONDO PROJECT

Residential	120 units

COLUMBIA WATERFRONT

RIVERWEST

FRONTIER

City of
VANCOUVER
WASHINGTON

400 MILL PLAIN

THE LUXE

Coming Soon!

City of Vancouver

Economic Development Services
(360) 696-8048

210 E 13th Street
PO Box 1995
Vancouver, WA 98683

It's your Vancouver.
Learn more at www.cityofvancouver.us

Downtown Vancouver

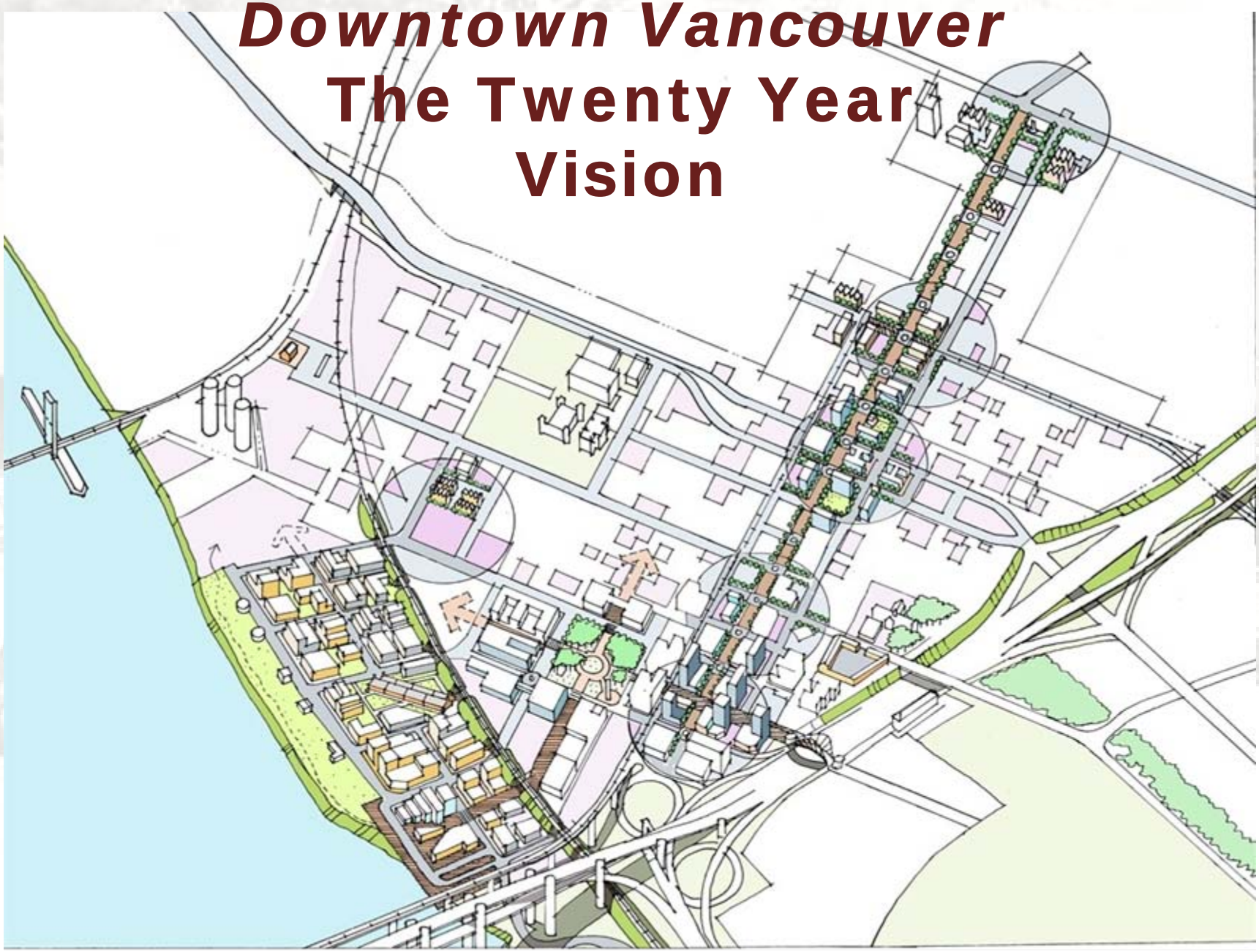
Vision Plan

Projects on Horizon

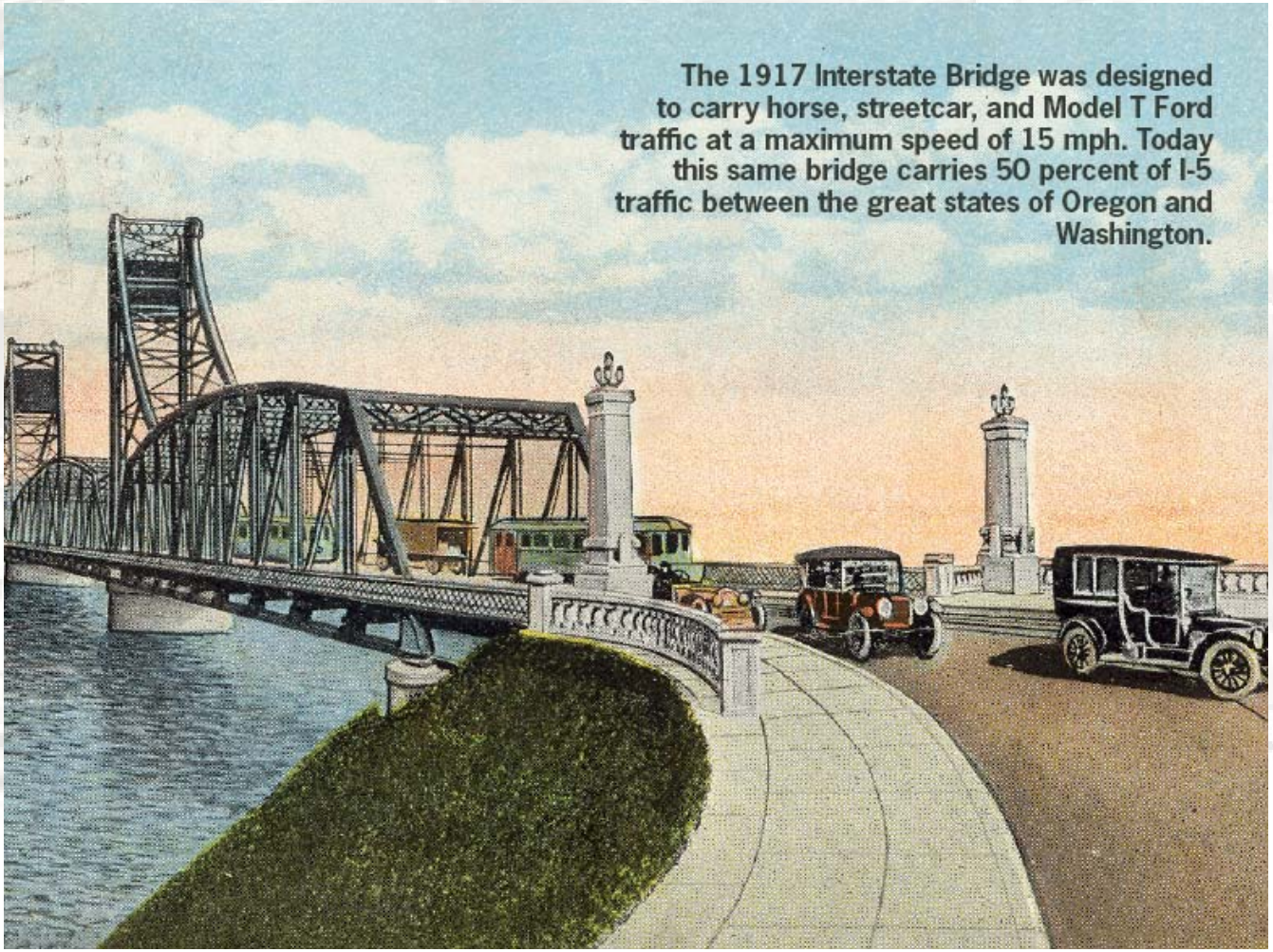
Transportation Strategy

Matt Ransom
Transportation Planning Manager
City of Vancouver, WA

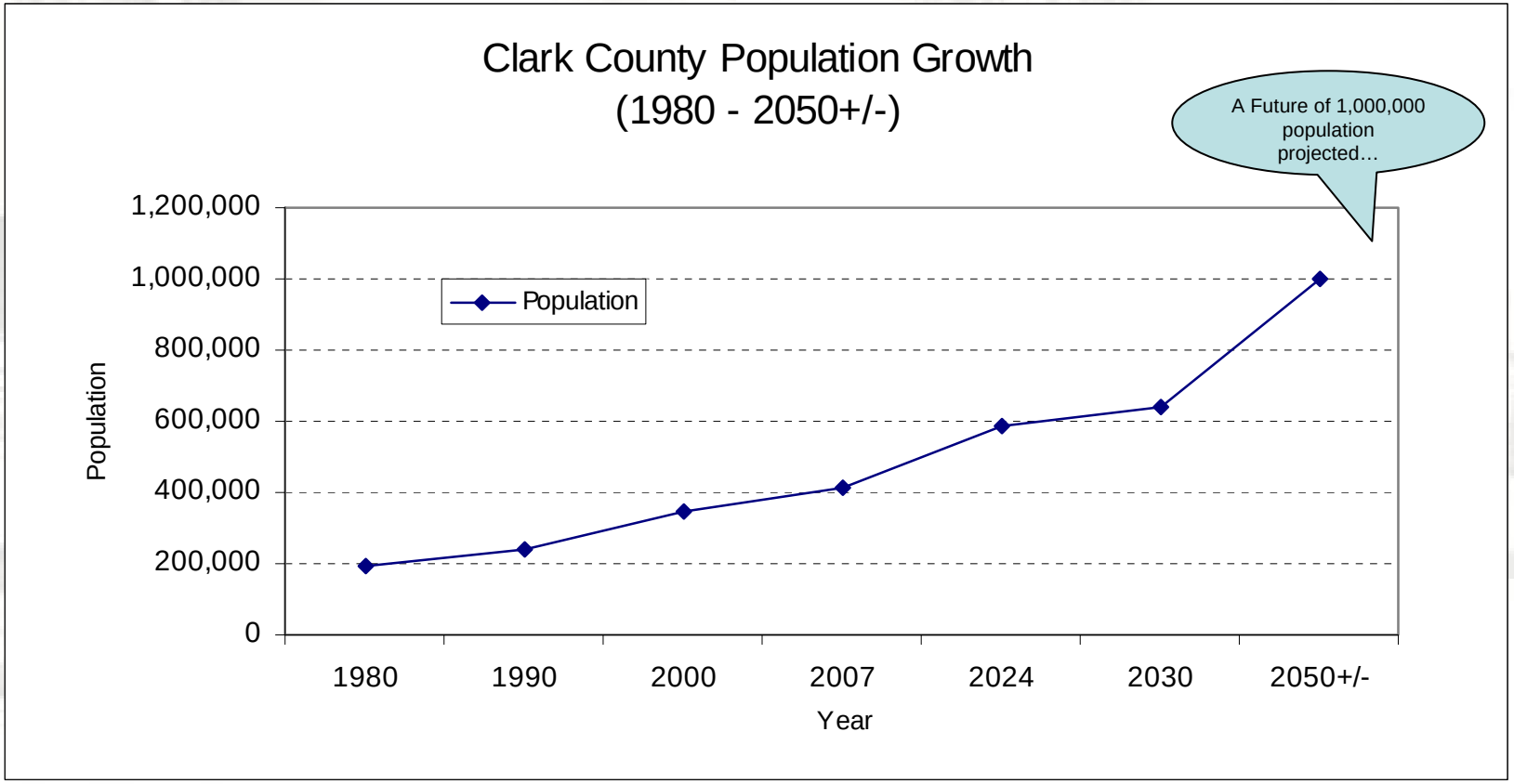
Downtown Vancouver
The Twenty Year Vision



The Early Years…



A Future: *Clark County Population*



Policy Backdrop

- City adopted "Vancouver City Center Vision" (VCCV) Sub Area plan – *Summer 2007*
  - Plan sets forth Vision for Vancouver CBD and close in commercial corridor for next 20 years
  - Significant increases in planned growth in housing, commercial and retail activity within CBD
  - Transportation gridlock anticipated during short peak periods / increased emphasis on transit and bicycle and pedestrian modes

City Center Districts

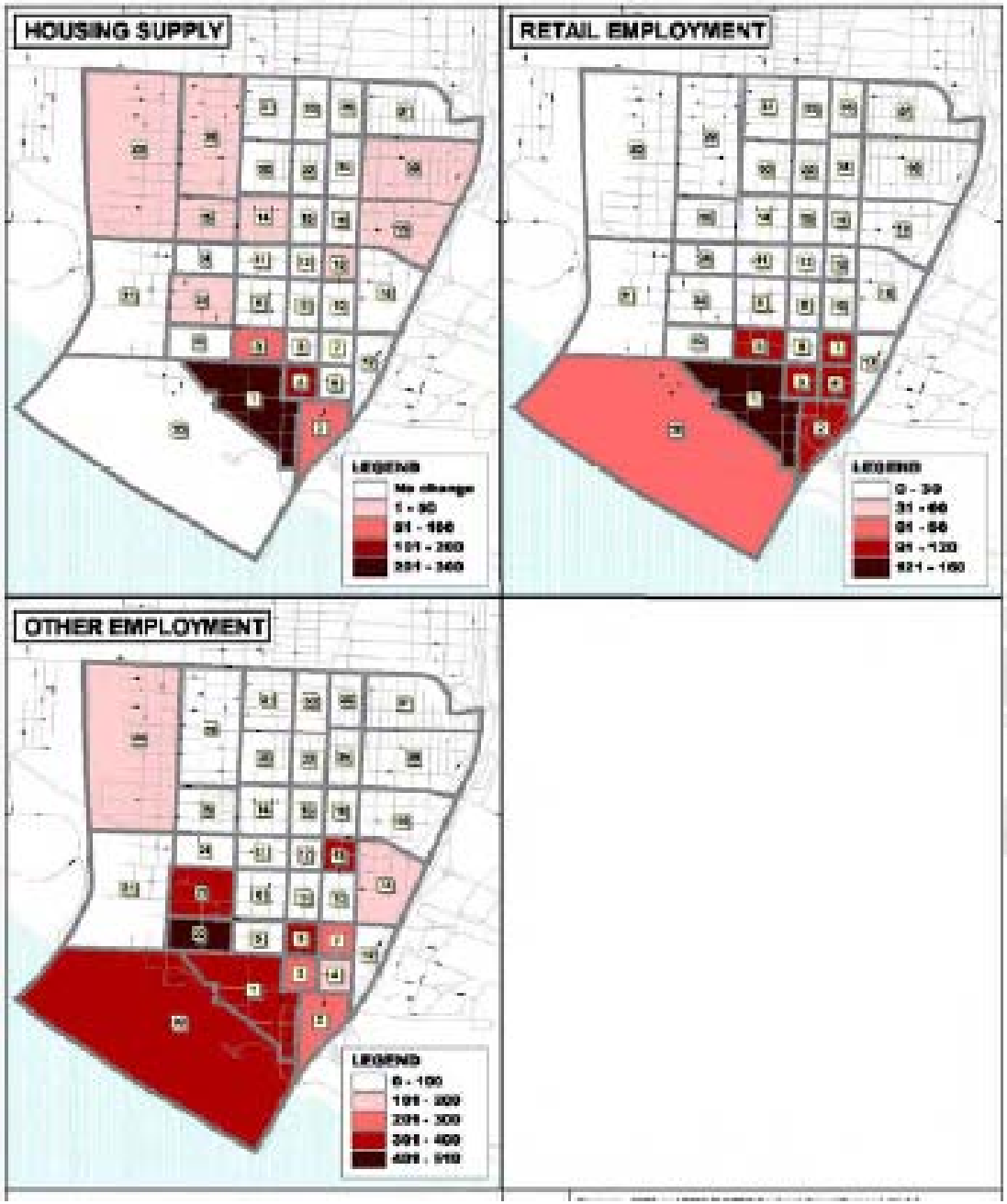
- Uptown Village
- Mill Plain/15th Street Couplet
- Westside Government
- Central Downtown
- Esther Short
- Columbia West Renaissance

VCCV Growth Projections

- Residential amounts to over 500% increase (over 5,000); and employment is projected at a 250% increase (over 15,000) compared to YR 2005 figures.

District	Use Category						
	Retail Sq.Ft.	Office Sq.Ft.	Residential Units	Institutions Sq.Ft.	Hotel Rooms	Light Industrial	Priority Uses
Uptown Village	20,000	20,000	254				
Mill Plain Couplet	108,000	200,000	171				
Central Downtown	80,000	560,000	495		60		
West Government	12,000	360,000	267	500,000			
Esther Short	56,000	835,000	350	81,500			
Columbia West Renaissance	125,000	450,000	3,014	10,000	200	100,000	200' buffer
Total	**401,000**	**2,425,000**	**4,551**	**591,000**	**260**	**100,000**	

Focus of Growth



Projects on Horizon

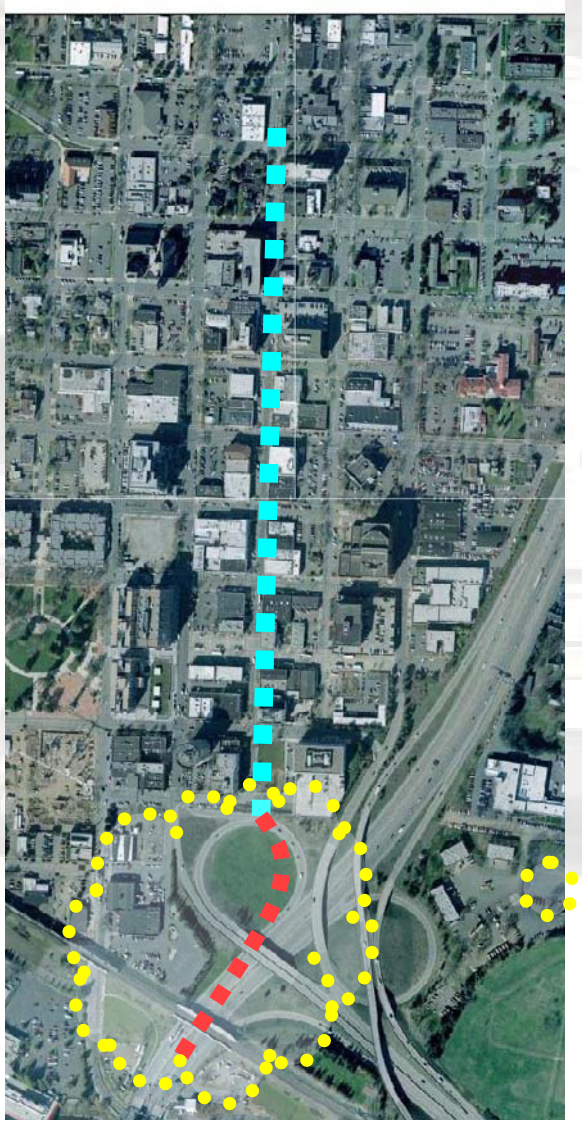
- Developments
  - Historic Reserve West Barracks Redevelopment
  - Waterfront Redevelopment & Waterfront Trail Extension
  - Central Library & other Mixed Use / Hotel Complex
  - Other mixed-use projects
- Streets
  - Main Street retail street
  - Heritage Way corridor

Development Projects

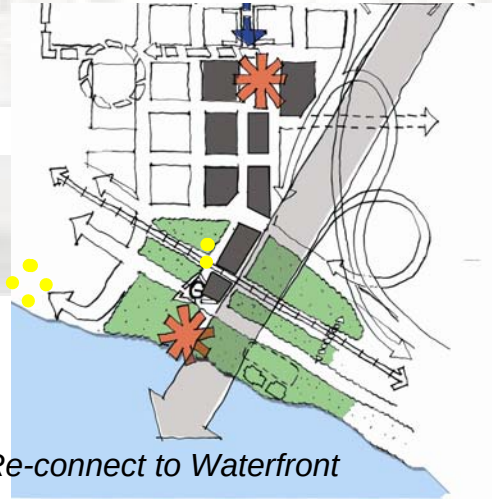
Waterfront

Columbia River Waterfront

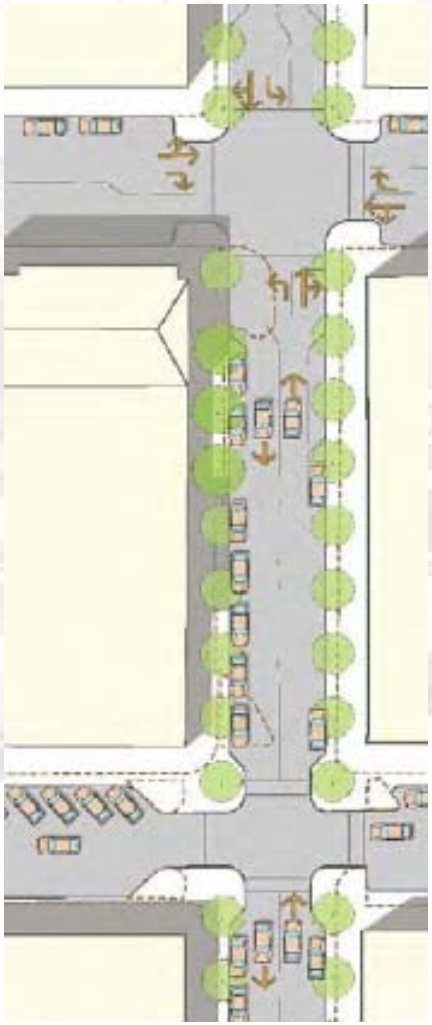
Main Street



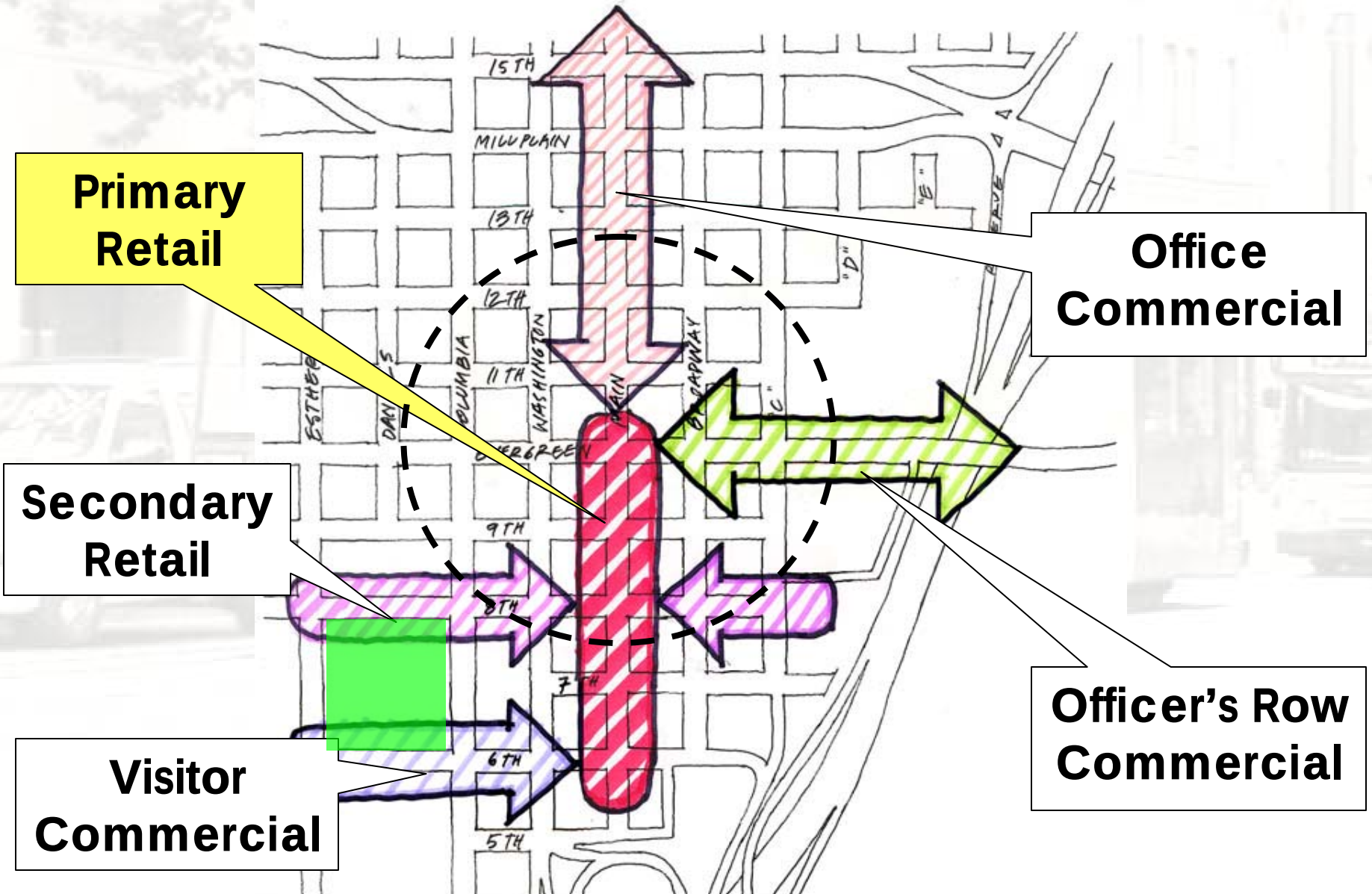
7th Street



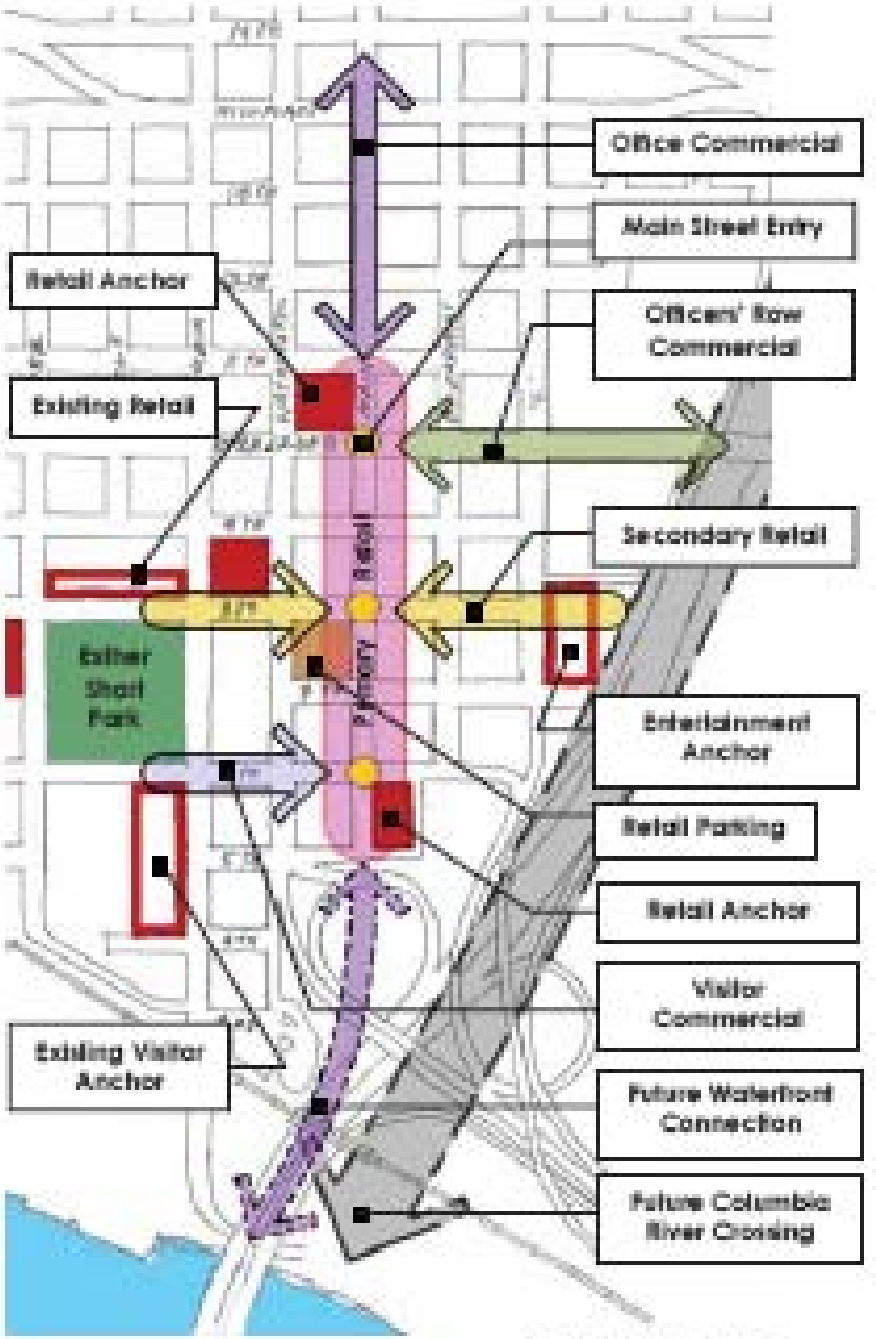
Re-connect to Waterfront



Retail Framework



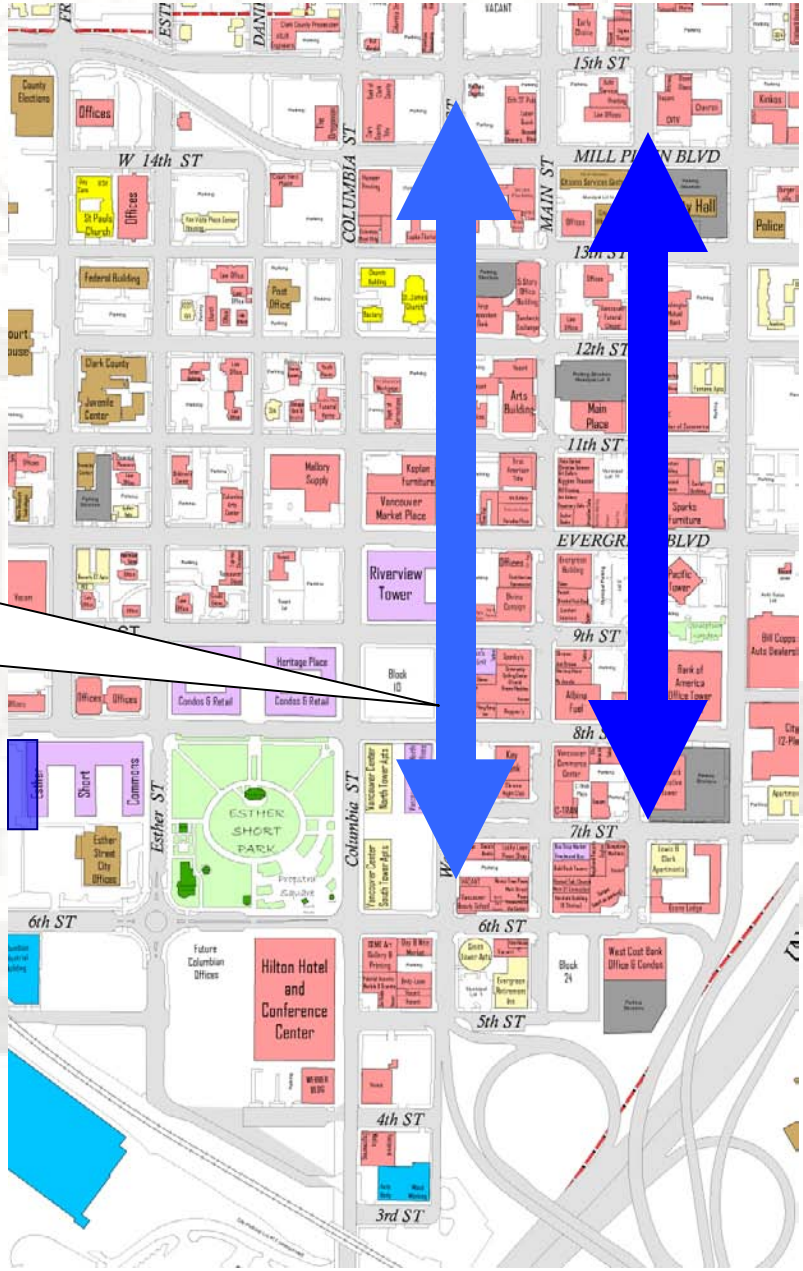
Retail Spine



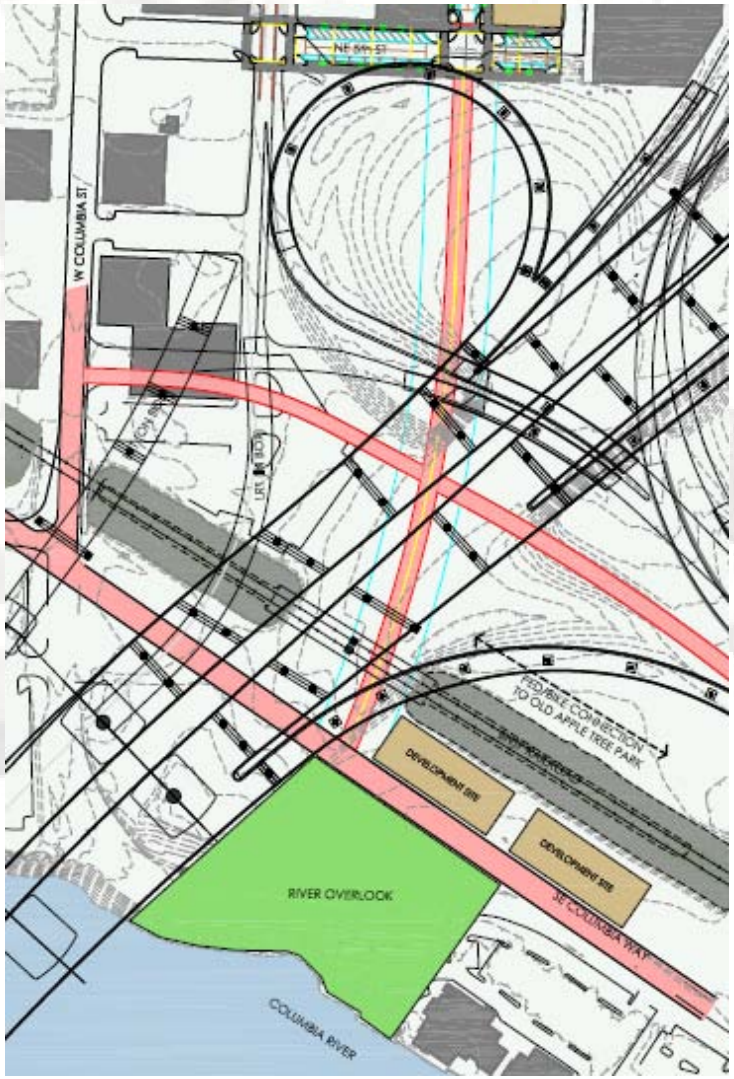
Retail Framework

Transit

Bracket Main Street Retail Spine with Transit…

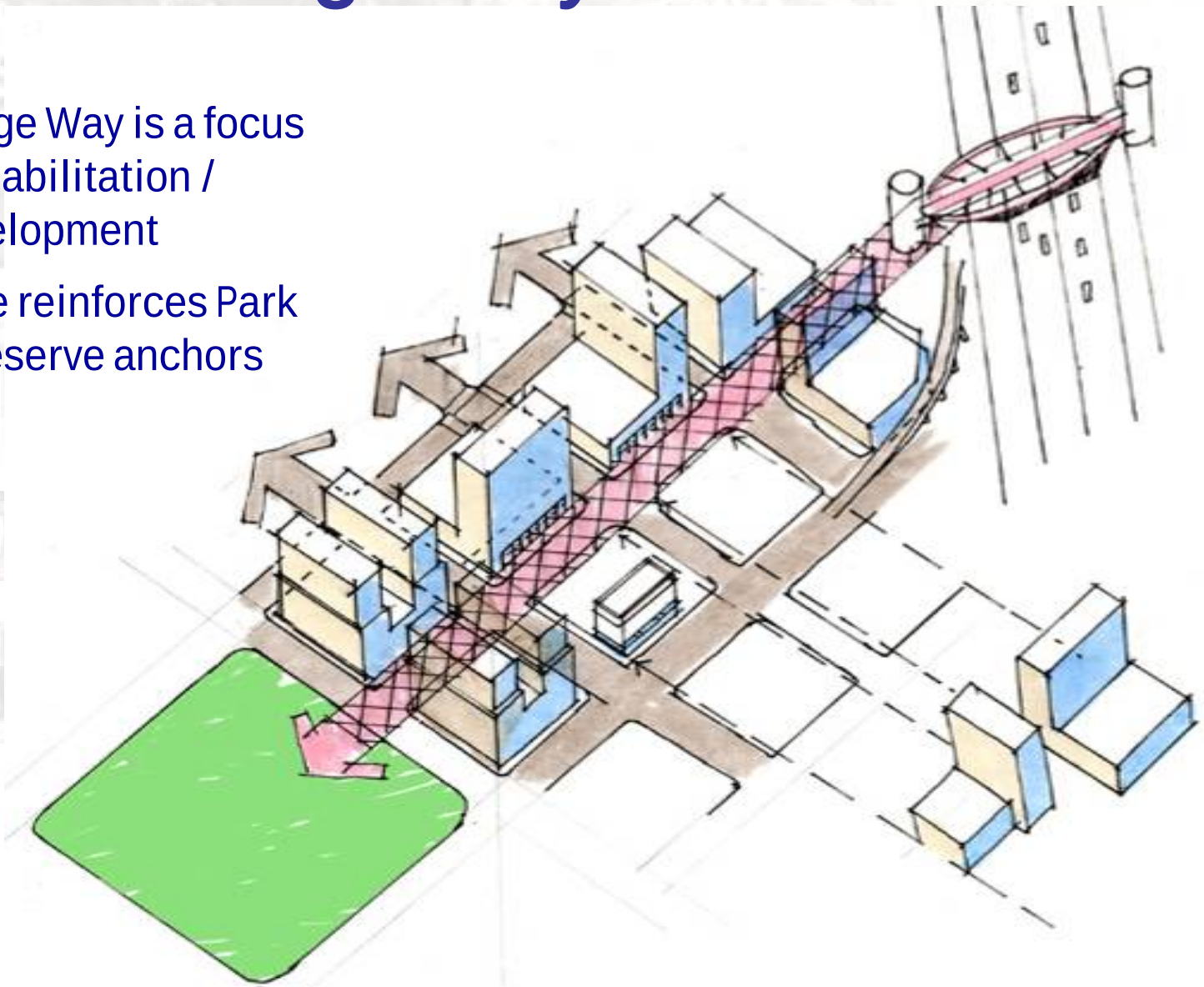


Main Street / SR14 Enhancement Opportunities



Heritage Way Corridor

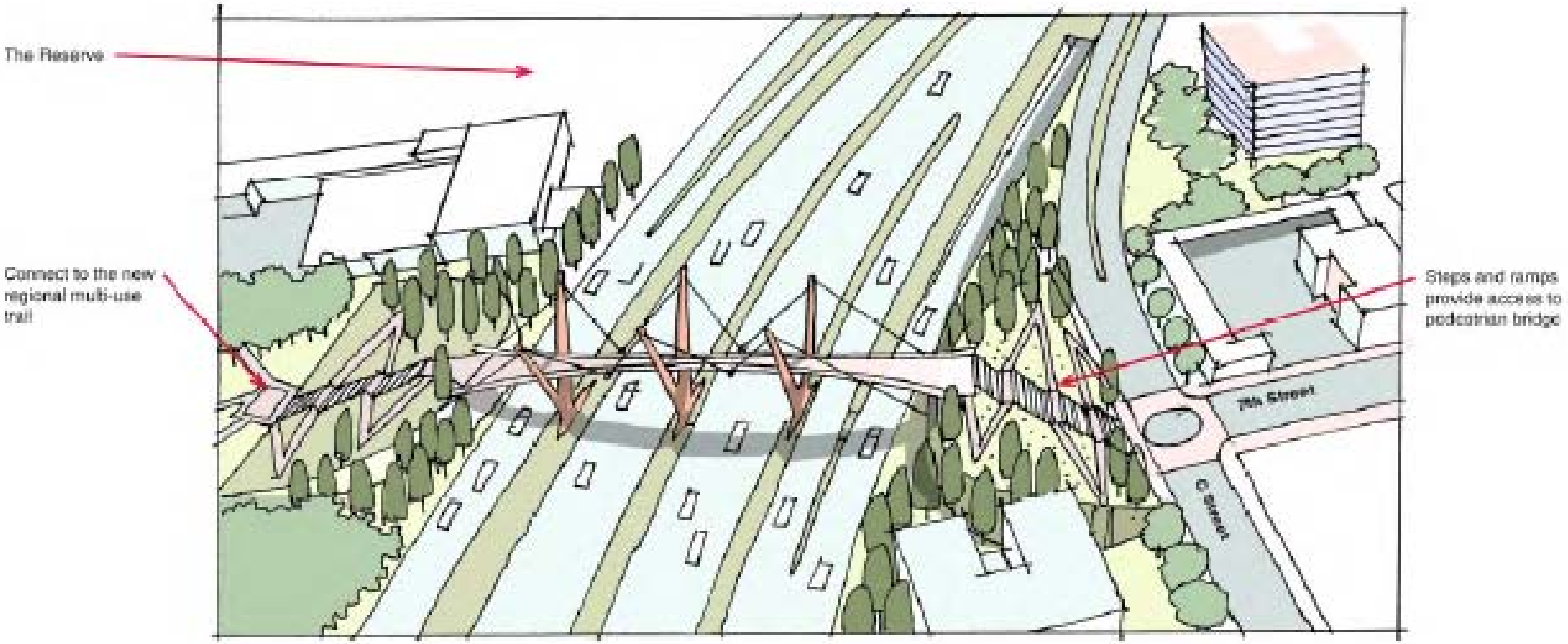
- Heritage Way is a focus for rehabilitation / redevelopment
- Arcade reinforces Park and Reserve anchors



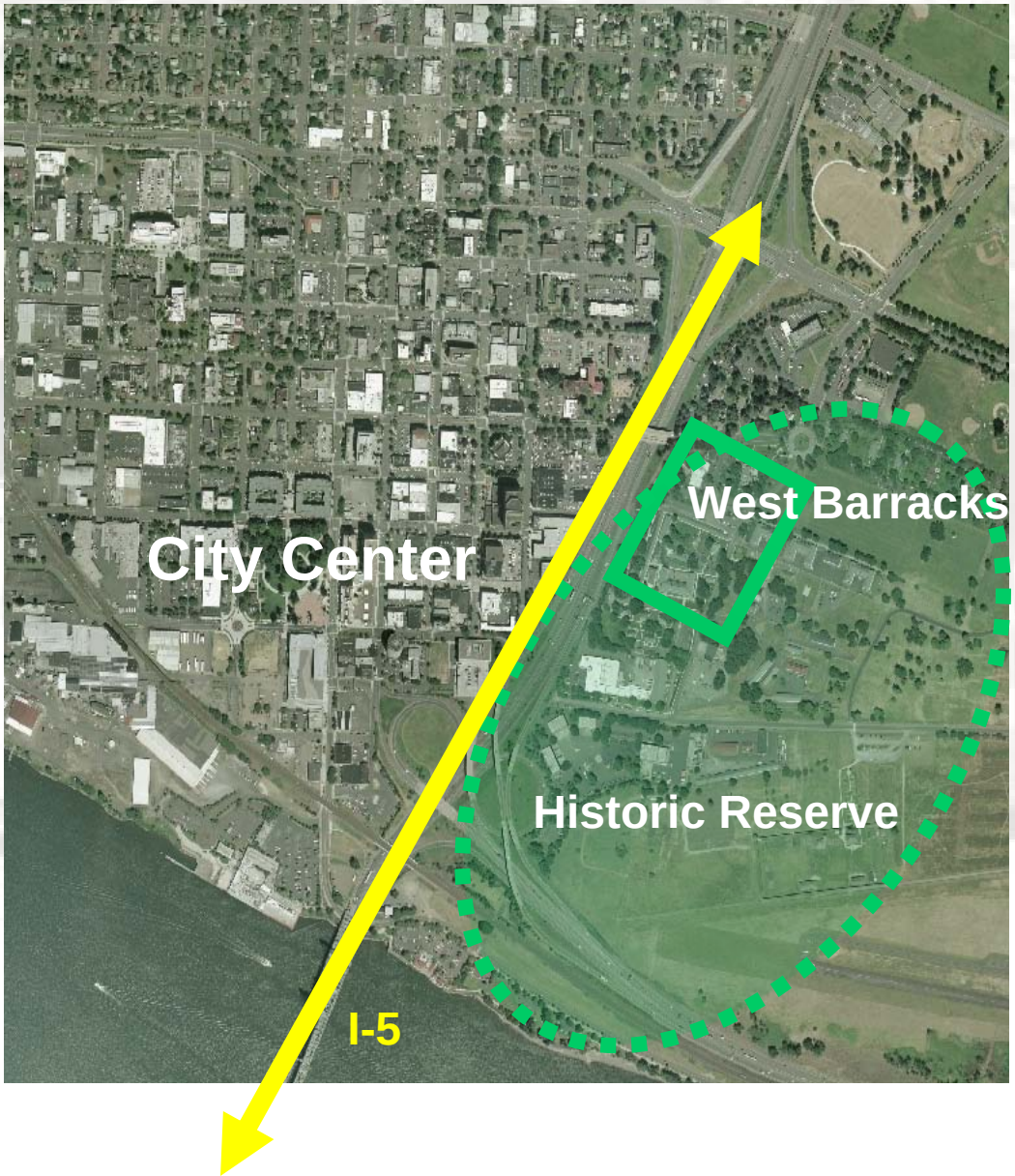
Heritage Way Concept

- Active Retail and Urban Park Concept

Community Connection – Heritage Bridge

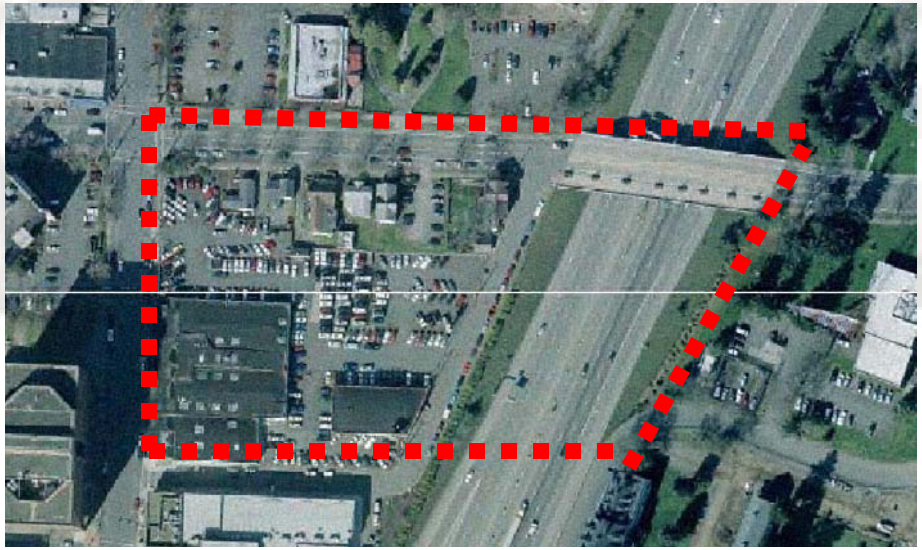


Historic Reserve



Freeway cap connection at Evergreen

Library & Freeway Cap

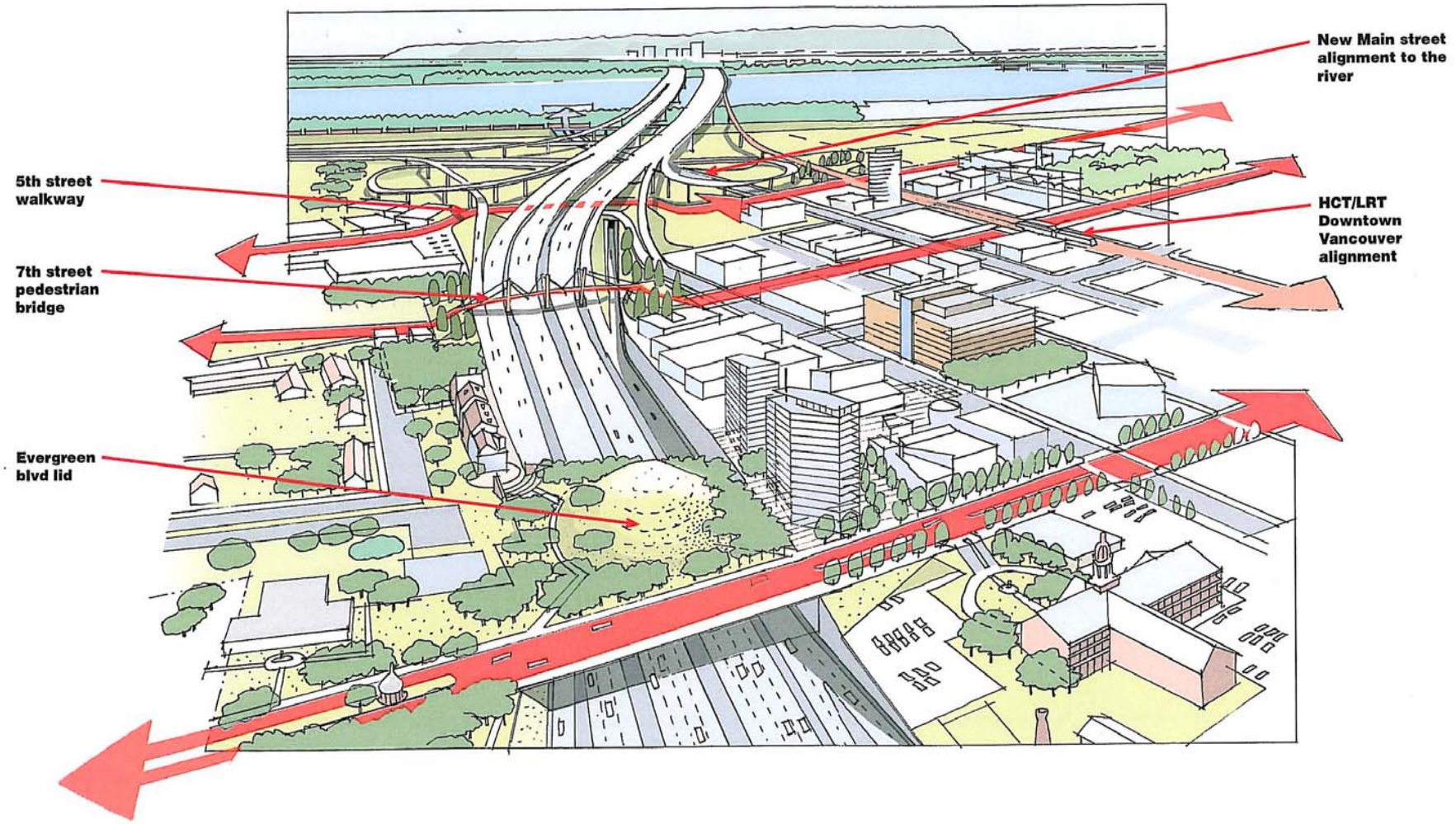


Waterfront Trail Extension

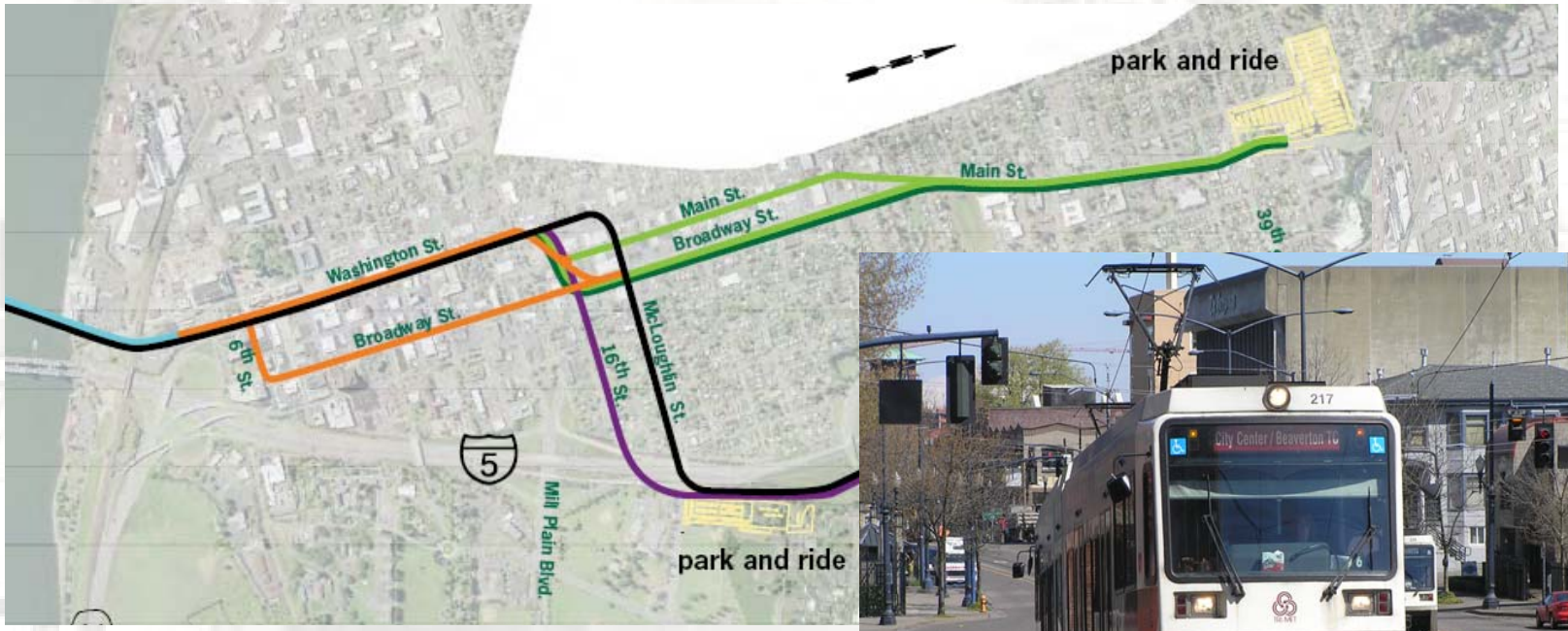
VCCV Transportation Strategy

- At least 20% of future in-out commute traffic downtown must be from alternative mode
- Heavy reliance on transit, local bus and high capacity transit
- Connect Downtown to Historic Reserve
- Expand Walking, Trail, and Bike Networks
- New Columbia Bridge

Reconnect downtown to Reserve & waterfront

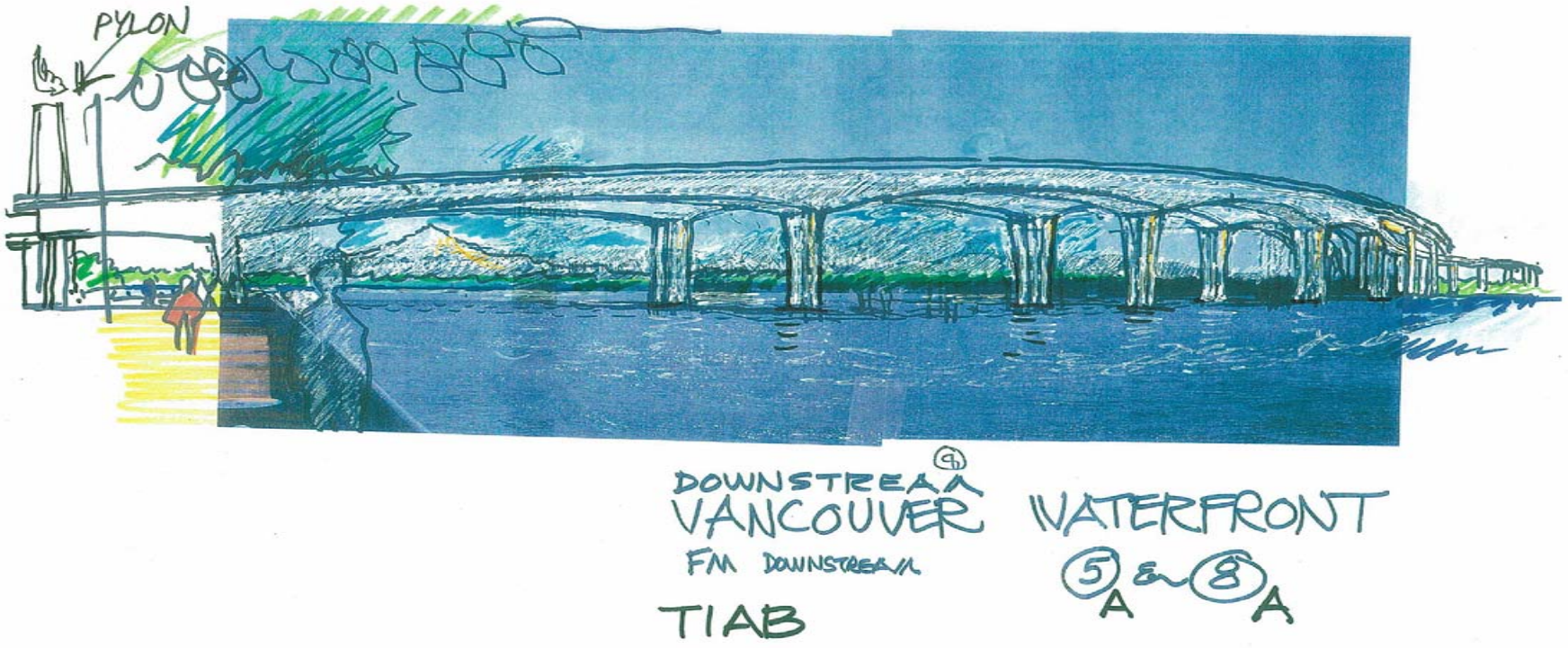


High Capacity Transit



New Bridge

Vancouver View from Waterfront



Columbia River CROSSING
Fact Sheet 5 November 2008

Columbia River Crossing Project

Public Involvement

Since October 2005, CRC staff has engaged more than 17,000 people in conversation about the project at more than 550 events during work days, evenings and weekends. CRC's comprehensive outreach program resulted in more than 1,600 comments on the Draft EIS. These comments were considered by the local partners when selecting the LPA.

CRC will continue its extensive community involvement program as project development continues, the Final EIS is published and construction begins. Members of the public will be involved through advisory groups, community discussion, workshops and open houses. Comments can be submitted at any CRC-sponsored event or at any time in person, via e-mail, mail, telephone or fax.

Tribal Consultation

The CRC project is committed to government-to-government consultation with tribes that may be affected by this project. The CRC tribal consultation process is designed to encourage early and continued feedback from, and involvement by, tribes potentially affected by the project and to ensure that their input will be incorporated into the decision-making process.

Resource Agency Coordination

The CRC project team works with state and federal agencies to protect environmental resources as defined by Oregon and Washington administrative rules as well as many federal requirements. Together, the project team and state and federal agencies developed an effective approach for coordinating their involvement and streamlining regulatory reviews and permits. The Interstate Collaborative Environmental Process (InterCEP) Agreement details how and when the reviews will occur. The goal of InterCEP is to efficiently plan, design and build a bridge, transit and highway project that successfully addresses the project's goals while protecting environmental, community and historic resources.

How can I get involved?

- Contact the project office to talk with a staff member
- Visit the website at www.ColumbiaRiverCrossing.org to learn about the project and sign up for updates
- Attend an advisory group meeting
- Invite CRC staff to an event or meeting to discuss the project

How can I comment on the project?

E-mail: feedback@columbiarivercrossing.org
Mail: 700 Washington Street, Suite 300
Vancouver, WA 98660
Phone: 360-737-2726 *or* 503-256-2726
Fax: 360-737-0294

Project Description

The Columbia River Crossing (CRC) project will build a replacement I-5 bridge across the Columbia River with light rail to Vancouver. The project will also improve seven highway interchanges between SR 500 in Vancouver and Columbia Boulevard in Portland. A pedestrian and bicycle path will be built along the new bridge; existing pedestrian and bicycle paths connecting I-5 to Hayden Island and Vancouver will be enhanced.

Currently, 135,000 vehicles cross the Columbia River on the Interstate Bridge which leads to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Project Benefits

Safer travel and improved design

- Eliminate bridge lifts
- Add safety shoulders and widen lanes
- Improve connections to and from I-5 at seven interchanges
- Increase seismic safety
- Reduce collisions

More commuter choices and community connections

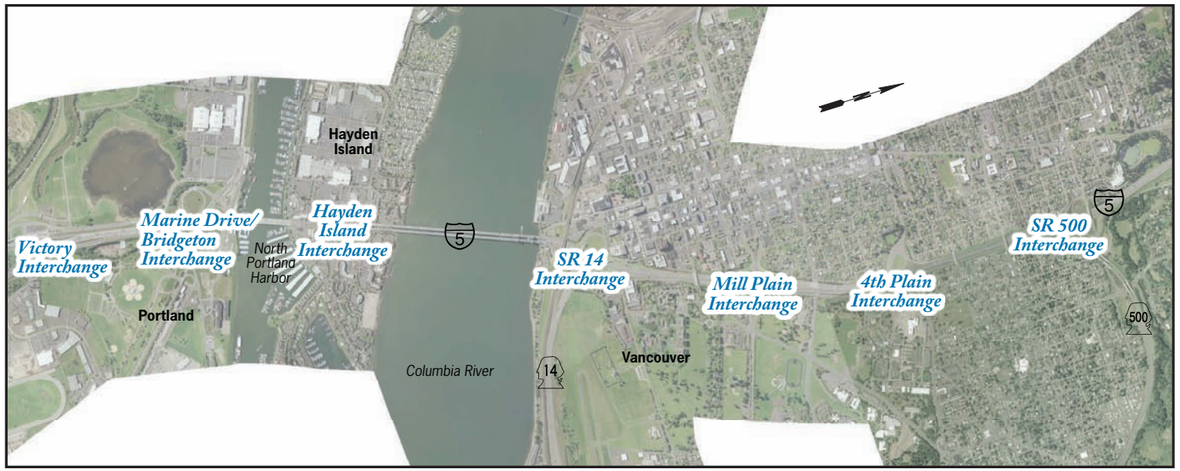
- Extend light rail from Portland to Vancouver
- Enhance and widen pedestrian and bicycle paths
- Reduce travel times, especially for afternoon northbound travel

Better freight mobility

- Relieve congestion to keep goods moving
- Improve access to ports and highways

Environmental protection

- Expand stormwater treatment
- Decrease highway noise
- Cut time cars idle in traffic



The Columbia River Crossing project will improve mobility, travel times and safety by addressing substandard features at the Interstate Bridge and seven interchanges in Vancouver, Hayden Island and north Portland.

Columbia River CROSSING
Oregon Department of Transportation
Washington State Department of Transportation

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through TTY at 711.

TITLE VI NOTICE TO PUBLIC It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. For language interpretation services, please contact the project office at (866) 396-2726. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

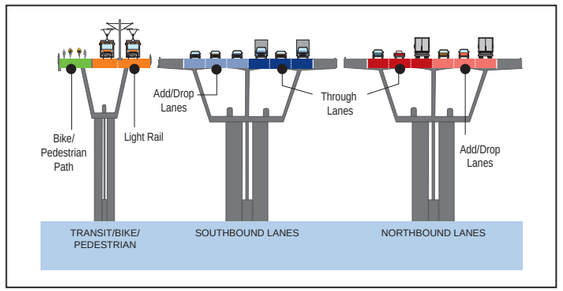
Locally Preferred Alternative

CRC will build a replacement bridge with light rail extending to Clark College in Vancouver. Local project partners selected this as the locally preferred alternative (LPA) because it offers the best opportunity to relieve congestion, improve safety for the traveling public and provide more travel choices while serving community needs.

The selection of one alternative for further analysis represents regional consensus on a comprehensive solution for the problems on I-5 between Vancouver and Portland.

Replacement Bridge

New bridges will replace the existing Interstate Bridge structures to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. The new bridges will not have a bridge lift and will meet current seismic standards. Like today, northbound and southbound traffic would be on separate bridges. Each direction will carry three through-travel lanes and up to three add/drop lanes for entering and exiting the highway.



Draft image of replacement bridge with light rail
The number of add/drop lanes has not been decided.

The existing bridges would remain open during construction and be removed once the new bridges open to traffic.

Light Rail

Light rail would be extended from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver, expanding current transit options. Pedestrians and bicyclists would travel along a wider and safer path than exists today. Light rail and the pedestrian and bicycle path could be on a third bridge or located beneath the decks of the new highway bridges.

Highway Improvements

Interchanges within the five-mile project area would be improved for safety and freight mobility through significant rebuilding, including moving or improving highway connections, adding add/drop lanes and lengthening on/off ramps. The following interchanges would also be improved: Victory Boulevard, Marine Drive, Hayden Island/Jantzen Beach, SR 14/City Center, Fourth Plain, Mill Plain and SR 500.

What's Next?

Over the next year, CRC will work closely with the public and its six local partners to refine the LPA to address the problems on I-5 and meet community needs. Before a final design can be developed, decisions will be made on project elements, including:

- Number of add/drop lanes and design of the I-5 bridge
- Highway and interchange design
- Pedestrian and bicycle path location and design
- Light rail alignment on Hayden Island and in Vancouver
- Travel Demand Management (TDM) strategies
- Sustainability plan
- Mitigation plan
- Financing and tolling plan

Ongoing public input on these elements will be critical to the project development process. Additional analysis of the environmental and community effects of the project will be included in a Final Environmental Impact Statement (EIS) expected in late 2009.

Project Sponsors Council

The Project Sponsors Council (PSC) will advise the Oregon and Washington departments of transportation on project development and implementation issues including design, schedule, finance plan and completion of the Final EIS.

PSC recommendations will be made after considering technical information, receiving input from relevant project advisory groups and reviewing public comments.

Project Schedule and Cost

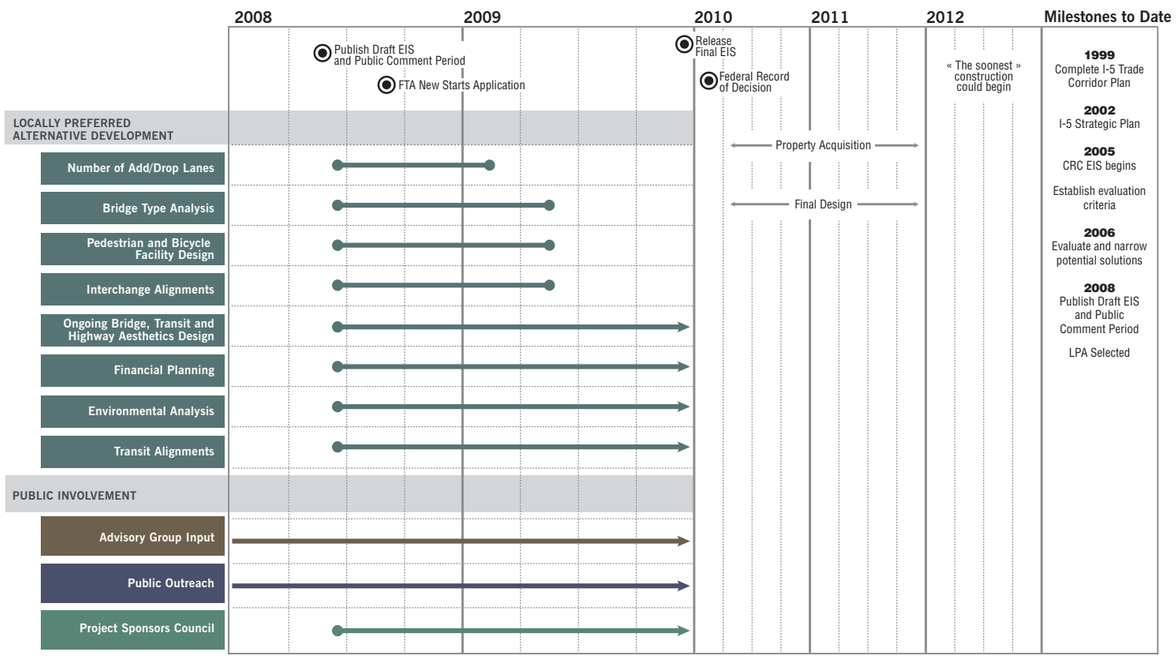
The financial scenarios outlined in the Draft EIS Financial Analysis chapter describe possible funding sources for expected capital costs. With an LPA selected, the project will be able to refine cost estimates and explore potential funding sources in more detail. Cost estimates will be updated in 2009.

Over the next year, tolling and financing plans will be developed. Other potential funding sources include federal highway funds, state transportation funds and the Federal Transit Administration's (FTA) New Starts program. The application was submitted to FTA in September 2008.

Locally Preferred Alternative Preliminary Capital Cost Estimate*

Year of Expenditure Dollars
$3.1– $4.2 billion

** Operating and maintenance costs not included.*



Local Project Partners

Washington State Department of Transportation

Oregon Department of Transportation

US Department of Transportation: Federal Transit Administration • Federal Highway Administration
City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet