

DRAFT
3/22/2010

- LEGEND**
- EXISTING PROJECT ROUTE
 - NEW PROJECT ROUTE
 - EXISTING BRIDGE
 - NEW BRIDGE
 - EXISTING OVERPASS
 - NEW OVERPASS
 - EXISTING UNDERPASS
 - NEW UNDERPASS
 - EXISTING RAMP
 - NEW RAMP
 - EXISTING INTERCHANGE
 - NEW INTERCHANGE
 - EXISTING ROADWAY
 - NEW ROADWAY
 - EXISTING SIDEWALK
 - NEW SIDEWALK
 - EXISTING BIKEWAY
 - NEW BIKEWAY
 - EXISTING LANDSCAPE
 - NEW LANDSCAPE
 - EXISTING UTILITIES
 - NEW UTILITIES
 - EXISTING STRUCTURES
 - NEW STRUCTURES



Option 1 - Right off I-5 on
McLaughlin Boulevard
on 77th Street

Option 2 - Right off I-5 on
77th Street

Project Sponsors Council

The governors of Oregon and Washington formed the Project Sponsors Council (PSC) in 2008 to advise the departments of transportation on project development. Members include two citizen co-chairs; the directors of the Oregon and Washington transportation departments; mayors of Portland and Vancouver; elected officials from Metro, RTC, and C-TRAN governing boards and the TriMet executive director. This group is charged with advising the project on: completion of the Environmental Impact Statement, project design, project timeline, sustainable construction methods, compliance with greenhouse gas emission reduction goals and the financial plan.

Tribal Consultation

CRC 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 their input is incorporated into the decision-making process.

Community Involvement

Since October 2005, CRC staff has had about 21,000 face-to-face conversations at more than 700 events on evenings, weekends and work days. Public comments received as a result of this comprehensive outreach program were, and will continue to be, considered by local partners during project development.

CRC receives advice from several citizen groups that represent community interests and inform decision-making. These groups meet regularly to receive information and provide feedback to CRC staff and the Project Sponsors Council:

- Community and Environmental Justice Group
- Freight Working Group
- Pedestrian and Bicycle Advisory Group
- Portland Working Group
- Urban Design Advisory Group
- Vancouver Working Group
- Marine Drive Stakeholder Group (completed September 2009)



Design concept for the replacement I-5 bridge.



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 is a long term, comprehensive solution to address congestion, safety and mobility problems on I-5 between Portland and Vancouver. Without action by 2030, traffic congestion will grow to 15 hours a day, and crash rates will double. This affects people's safety and the regional economy – an economy which requires a reliable transportation system to support one million more people by 2030.

Transportation and planning agencies are working together at the local, state and federal level to create sustainable solutions to maximize environmental, economic and community benefits in the CRC project area. The essential elements of the project include:

- Replacing the I-5 bridge
- Extending light rail to Vancouver
- Enhancing pedestrian and bicycle paths and access to local networks
- Improving closely-spaced interchanges

Project Benefits

Benefits to local residents, the natural environment and the regional economy include:

- Fewer crashes
- Reduced highway congestion and cut-through neighborhood traffic; no bridge lifts
- A more reliable trip for freight trucks, autos, transit, pedestrians and bicyclists
- New and sustained jobs and improved access to ports and highways
- Environmental protection with reduced emissions from idling traffic, expanded stormwater treatment and less highway noise
- Earthquake protection

Moving Forward

Since July 2008, when CRC local partners selected one preferred alternative, several decisions have been made to move the project closer to construction.

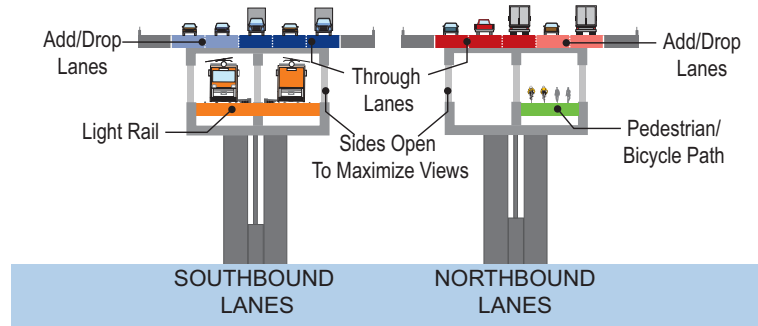


The CRC project area is a five-mile segment of I-5 from Columbia Boulevard in Portland to SR 500 in Vancouver.

Bridge Design

A new river crossing will replace the existing Interstate Bridge structures to carry I-5 traffic, light rail, pedestrians and bicyclists. The crossing will have 10 lanes (three through lanes plus two lanes to connect interchanges in each travel direction) on two bridge structures. The bridges could be restriped in the future to accommodate 12 lanes. The new structures will allow marine traffic to travel without bridge lifts and will meet current earthquake standards. The two structure crossing will have light rail tracks below the southbound bridge deck.

Two Bridge Concept



The Urban Design and Advisory Group (UDAG) has recommended a bridge design concept that includes a “v” shape carried through the piers, and connections to the bridge deck. The concept includes a scenic overlook at the center pier. When developing this design concept, UDAG considered technical feasibility, aesthetics, air and marine navigation, environmental sustainability and community desire for a signature feature that complements the surrounding area and its history.

Pedestrian and Bicycle Path

The new path will meet disability standards and provide a safer trip across the bridge and through the project area. The pathway on the I-5 bridge will be widened to about 24 feet wide from its current four feet. The bridge path will be covered and located under the northbound deck. The 2.2-mile path on land in north Portland and in Vancouver will connect to regional trails and facilities. The path on land will be uncovered and 16 feet wide.



Design concept for the pedestrian and bicycle covered pathway over the Columbia River



Light rail station concept for Hayden Island.

Light Rail Route and Station Design

Light rail will be extended from Portland’s Expo Center MAX station to Clark College in Vancouver. The 2.9-mile extension will include one station on Hayden Island, four transit stops in Vancouver and three Vancouver park and rides. This new extension will connect to the region’s light rail and streetcar lines, Amtrak passenger rail and C-TRAN and TriMet bus routes. CRC’s citizen advisory groups are working closely with the project on transit-related issues, including safety, security and design.

The route runs parallel to I-5 from the Expo Center. In downtown Vancouver, trains will travel north on Broadway Street and south on Washington Street. Trains will travel east and west on McLoughlin

Boulevard or 17th Avenue. A decision on the east/west route is expected in spring 2010. The terminus station will be located at a park and ride near Clark College and the Marshall/Luepke Center.

Interchange Design

Within the five-mile project area, I-5 will be improved for safety and freight mobility. Plans call for improving links to and from arterials and state highways, connecting interchanges via merge lanes and lengthening on/off ramps. The following interchanges will be improved: Marine Drive, Hayden Island/Jantzen Beach, SR 14/City Center, Mill Plain, Fourth Plain and SR 500. Interchange designs are currently being refined.

Cost and Funding

Based on fall 2009 design refinements and additional engineering, construction is expected to cost \$2.6 to \$3.6 billion (in year of expenditure dollars). Funding is expected from federal and state sources and tolling.

Electronic tolling

The project plans to collect tolls electronically, without the use of toll booths, to keep traffic moving. In addition, the project assumes the toll amount would vary by time of day with drivers traveling outside peak hours paying a lower toll.

A Tolling Study Committee and the public discussed a variety of tolling scenarios in 2009. Input gathered was provided to the Oregon and Washington legislatures in January 2010. Toll rates and policies will be set in the future by the state legislatures and transportation commissions.

Schedule and Next Steps

After three years of extensive public input and analysis, local project partners reached consensus on one preferred alternative in July 2008. Partners decided the selected alternative (replacement bridge with light rail) best meets project goals and community needs.

Ongoing public input will be necessary for effective project development and design refinements. Analysis of the project’s environmental and community effects will be included in a Final EIS, expected in 2010.

- Ongoing
 - Highway and interchange refinements
 - Light rail alignment, stations, park and ride design
 - Pedestrian and bicycle path design
 - Environmental analysis
- 2010
 - Preliminary engineering
 - Final Environmental Impact Statement
 - Federal Record of Decision
- 2011
 - Right of way and property acquisition
 - Final design
- 2012
 - Soonest construction could begin
- 2018
 - Construction complete

Environmental Benefits and Opportunities

The Columbia River Crossing project provides comprehensive solutions to this region's current and future transportation problems. With this long-term view, the project is being designed to support this region's policies for environmental protection and land use. When the Columbia River Crossing project is completed, it will provide more commuter choices than are available today, reduce greenhouse gases, make improvements to water quality, and support environmentally sustainable and livable communities.

Project Overview

CRC is a bridge, transit and highway project that will improve five miles and seven closely-spaced interchanges on I-5 between Columbia Blvd. in Portland and SR 500 in Vancouver. The project will build a replacement bridge across the Columbia River, extend light rail from the MAX Expo station to Clark College in Vancouver, improve the pedestrian and bicycle path and implement tolling and transportation demand management strategies.



Environmental Benefits:

The various elements of this project will result in benefits for the community and natural environment.

Greenhouse gases: Tolling, extending light rail and improving the bicycle and pedestrian path will reduce the number of auto trips, and thus emissions, across the Columbia River on I-5. The planned highway improvements can further reduce emissions by reducing idling and congestion. Currently bridge lifts and high crash rates are major causes of congestion. With this project, bridge lifts will be eliminated and crashes will be reduced by fixing substandard features at six interchanges and constructing add/drop lanes for safe merging and lane changes.

In addition, trees will be planted in the I-5 corridor to absorb or offset carbon emissions from the transportation system that lead to climate change.

Air quality: With or without the CRC project, air quality will improve in the I-5 corridor due to cleaner fuels, cleaner engines and more fuel efficient vehicles. The result will be reductions in air pollutants, including carbon monoxide, nitrogen oxide, volatile organic compounds and particulate matter. The project will reduce carbon monoxide and nitrogen oxide by 10 percent in North Portland, while also decreasing volatile organic compound emissions by 11 percent compared to doing nothing by the year 2030.

The project would result in fewer cars idling on neighborhood streets, further improving air quality for people who live near I-5 in North Portland and Vancouver.

Water Quality: The existing bridge and much of the highway do not have facilities to treat stormwater runoff. The water that washes off I-5 and the bridge in the project area contains heavy metals, salts and toxic chemicals that harm aquatic life. CRC will treat 30 million gallons of stormwater annually, which will improve water quality and habitat for people, fish and aquatic organisms.

Fish Habitat: The new replacement bridge will have fewer piers in the Columbia River than the current bridge which will improve habitat for native fish species that migrate downstream to the ocean as juveniles. The pier supports for the existing I-5 Bridge allow predatory fish to hide and consume fish listed under the Endangered Species Act.

Highway Noise: Sound walls and other sound mitigation will be installed along the highway and will reduce traffic related noise for many homes and businesses along the corridor. Sound wall locations have not been determined yet.

Land Use: Extending light rail to Hayden Island and downtown Vancouver supports local and regional plans to focus development around transit stations. Mixed use and transit oriented development would provide opportunities for economic development for both communities that do not exist today.

Livability: A new pedestrian and bicycle path will be built on the replacement I-5 Bridge. Connections to regional paths on both sides of the river will also be improved. Walking and bicycling across the bridge and onto Hayden Island and downtown Vancouver will be safer and easier to navigate. By making walking and biking easier, residents will have alternatives to driving short distances.


Environmental Opportunities


The CRC project is creating a sustainability plan consistent with the sustainability programs of Oregon and Washington. While researching and discussing the plan with the community, opportunities to apply “green” practices through design and construction will continue to be explored. Although decisions are not yet final, potential sustainability activities for the project could include:

- Sustainable and renewable energy sources
- Energy conservation during design, construction and operation
- Recycled, re-used and local materials could be used in the construction of new structures
- Use of low-sulfur fuel for construction equipment
- Tree planting for carbon sequestration and to improve community aesthetics and livability

How can I get involved and learn more?

- Contact the project office to talk with a staff member
- Invite CRC to your group’s next meeting
- Attend a Project Sponsors Council meeting or open house
- Learn more online: www.ColumbiaRiverCrossing.org
- Submit comments to feedback@columbiarivercrossing.org or 700 Washington Street, Suite 300, Vancouver, WA 98660, or call 1-866-396-2726

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 the Washington Relay Service at 7-1-1.

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Extending Light Rail to the North

The Columbia River Crossing Project (CRC) is expanding transit options in Vancouver and will improve connections, reliability and travel times for riders. This bi-state project includes a new, 2.9-mile extension of light rail from the Expo Center in Portland to the Marshall Center - Clark College area in Vancouver. This new line will connect the region's largest and most concentrated employment area in downtown Portland with Vancouver.

Project benefits

Continued growth is expected for the Portland–Vancouver region, with a million more people expected by 2030. Light rail will help improve mobility for people who rely on transit and provide a viable alternative to automobile travel, helping to relieve congested conditions across the Columbia River. Light rail will provide reliable transit service to many key regional destinations including:

- Vancouver and Portland central business districts and employment centers
- Entertainment and retail districts such as Esther Short Park, the Oregon Zoo and regional theater companies
- Sporting venues including Rose Quarter and Delta Park
- Colleges and universities, including Clark College and Portland State University
- Convention centers

The project will provide transit connections to the region's light rail and streetcar lines, Amtrak passenger rail service, and C-TRAN and TriMet bus routes.

Project designs and community input

The project team is working closely with the community to create a light rail system that fits into the adjacent neighborhoods. Working group meetings are open to the public and publicized on the CRC web site. Current



Light rail alignment

plans include building five new stations as well as three Vancouver park and ride facilities with about 2,900 spaces proposed.

Hayden Island. An elevated light rail station is being designed to support the goals of the Hayden Island Plan. The Portland Working Group, along with neighborhoods and users, are working with the CRC team on the design of the Hayden Island station, plaza and community connections to the station.

Vancouver. CRC, the City of Vancouver and C-TRAN are working with Vancouver residents to ensure that the light rail system helps support the City of Vancouver's vision for downtown development. Light rail trains will travel north on Broadway and south on Washington.

Project planners are studying two options for the east-west connection to the terminal station near the Marshall Center / Clark College with two-way train travel on either McLoughlin Boulevard or 17th Street. Four light rail stations and three Park and Rides planned for Vancouver.

Did you know?

Ridership: By 2030, about 17,000 people will cross the river on light rail each day, with 5.5 million boardings annually. Additional riders will be served by C-TRAN express buses.

Frequency: Weekday peak service every 8 minutes, with 15 minute service during off-peak periods.

Travel time: In 2030, a morning commute by light rail between downtown Vancouver and downtown Portland will take 39 minutes. Travel time between downtown Vancouver and the Rose Quarter will be 29 minutes.

Transit funding: In September 2008, the project applied to the Federal Transit Administration (FTA) for \$750 million in New Starts funding. This includes the cost of building 2.9 miles of track, purchasing 16 new light rail trains, building stations, park and rides and expanding existing maintenance and garaging facilities. New Starts funding has not been secured and requires an ongoing design and federal reporting process that is anticipated to last through 2013.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote, which is expected no earlier than fall 2010.

Safety and security

Safety and crime prevention are a high priority in the design, construction and operation of the new light rail system. CRC will incorporate engineering and architectural design elements to maximize safety and

security at stations and park and rides. Safety features may include unobstructed sight lines, clearly defined pedestrian routes, good lighting, reduced station clutter and security cameras.

As planning for the project continues CRC, C-TRAN, TriMet and local law enforcement agencies from the cities of Vancouver and Portland will develop a comprehensive security strategy.

What's next?

In December 2009, CRC received approval from the Federal Transit Administration to enter into preliminary engineering, a new phase of design which focuses on the work necessary for construction planning and refining the cost estimates. Over the next several months, staff will be working toward significant milestones:

- Station design and refinement of park and ride designs
- Completion of the Final Environmental Impact Statement (EIS), which is required before construction can occur.
- Completion of the Final EIS is anticipated in late summer 2010.

How can I get involved?

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Building and Maintaining a Safe and Secure Light Rail System

Safety and Security

Planning for safety and security on and around light rail is a top priority for C-TRAN, TriMet and the Columbia River Crossing (CRC) project. The new light rail line will be designed to promote safe interaction between light rail trains, cars, pedestrians and bicyclists. Through a cooperative team effort and the application of safety and security principles, light rail will be designed and constructed to run safely, securely, dependably and efficiently.

Providing Passenger Security

CRC is working closely with the City of Vancouver and City of Portland police, and C-TRAN and TriMet security to maximize passenger safety at stations and park & ride facilities, as well as on light rail trains. CRC's security plan will include the following:

- Monitor stations and trains by transit security and local police officers.
- Enforce fare payment.
- Install Closed-Circuit TV (CCTV) at light rail stations, park & rides and on trains.
- Partner with local law enforcement and the regional 9-1-1 system to have the closest available unit be the "first responder" to an incident.



Transit police and fare inspectors help increase passenger safety

CRC is a bridge, transit and highway project for five miles of I-5 between Vancouver and Portland that will increase safety and mobility for freight, autos, transit, pedestrians and bicyclists. It will:

- Replace the Interstate Bridge
- Extend the MAX Yellow line (light rail) from Portland to Clark College in Vancouver
- Enhance pedestrian/bicycle connections
- Improve seven interchanges

- Establish programs to remove graffiti, pick-up litter and maintain landscaping.
- Work with local government to develop supportive land uses near transit stations.

Designing a Safe Light Rail System

CRC is using design strategies proven to reduce the potential for crime at stations and on trains. Significant input from advisory groups, local jurisdictions and the public will help in the design of a safe system.

Recommendations include:

- Integrate stations into the community, near residential and commercial buildings.
- Manage pedestrian access to stations through the strategic placement of entrances and exits, fencing, lighting and landscaping.
- Design stations so that activity is easily visible, with clear lines of sight into and out of the station.
- Ensure stations are well-maintained and aesthetically pleasing using high-quality materials, attractive design features and public art.



Cable, bollards and distinctive surfaces help define transit, auto and pedestrian areas

- Create a well-defined separation of stations and crosswalks from traffic, using distinct pavement textures and traffic signals. Use visual and audible warning devices to alert pedestrians, bicyclists and drivers to approaching trains.

What's Next?

Safety and security are planned into every phase of the light rail project—from design, through construction and into operations. Over the next year, CRC will:

- Hold station area design workshops.
- Formalize the Safety and Security Management Plan—the blueprint for managing safety and security throughout all phases of the project.



Station lighting increases visibility for those on or approaching platforms

- Work with first responder agencies (police, fire, coast guard, emergency medical services) to identify light rail safety and security issues, ensure fire and life safety codes are met and plan emergency responses.

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WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

Email	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Presentation at community meeting	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Web site	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Information booth	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Facebook	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Newsletter or mailing	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Twitter	<input type="checkbox"/> Yes	<input type="checkbox"/> No	CRC-sponsored workshop or open house	<input type="checkbox"/> Yes	<input type="checkbox"/> No

NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name (First & Last Name, Organization) _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____ Date _____

Contact person, telephone : _____

Translation | *Does your group need information in a language other than English?*

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

YES Would you like to be added to the project mailing list?

NO

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____

Thank you!

Please give this form to a staff person
or send it to the project office in a
stamped envelope.

MAIL


Columbia River Crossing
700 Washington Street, Suite
300
Vancouver, WA 98660


FAX

360-737-0294

E-MAIL

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