



Columbia River Crossing project Open House Boards

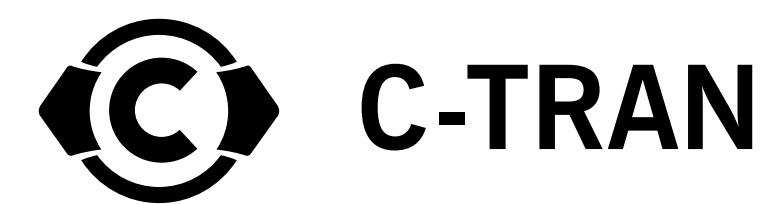
Project Overview



Welcome



Welcome to the Columbia River Crossing project open house.



Project Area Improvements

Columbia River Crossing Locally Preferred Alternative:

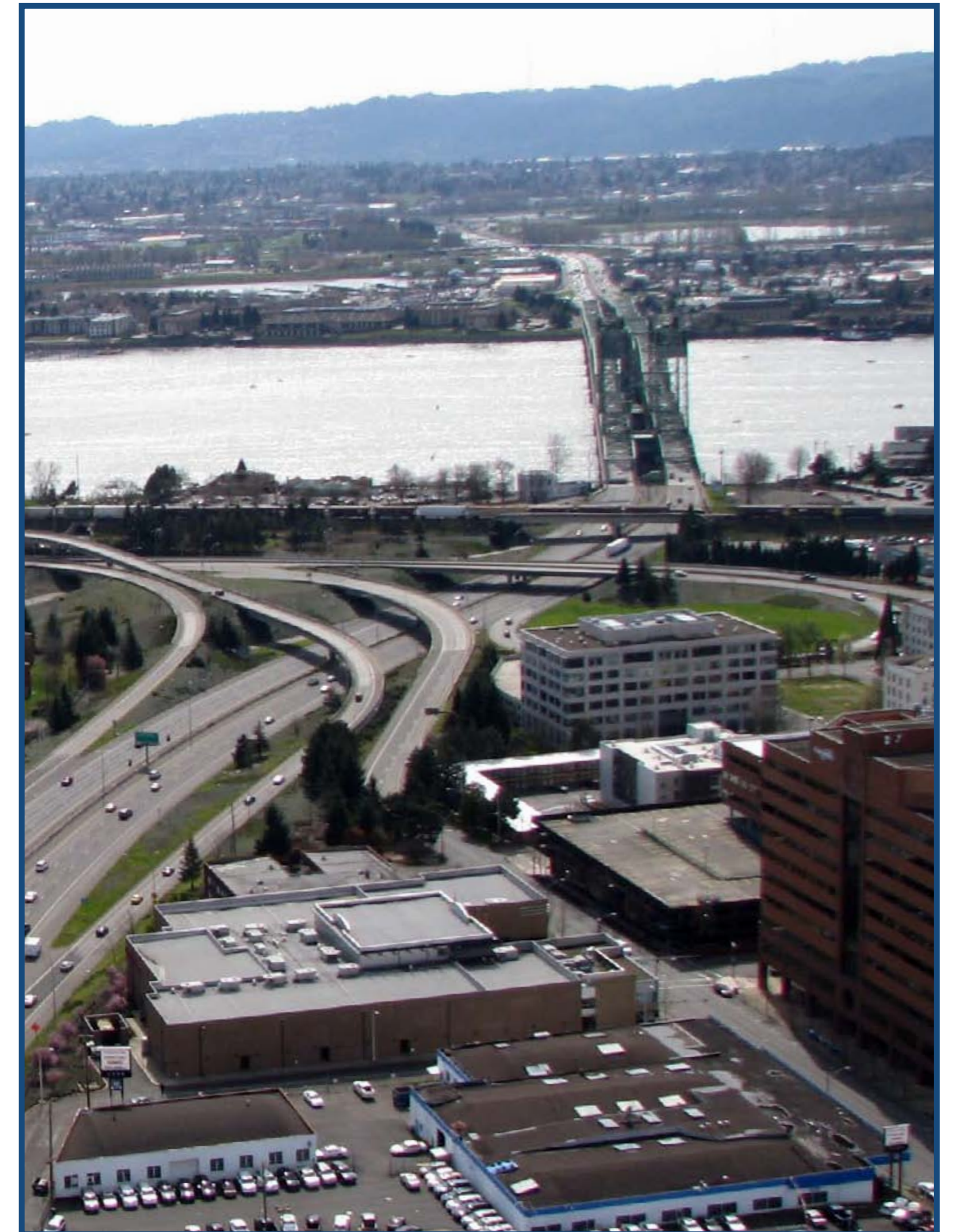
- Replace Interstate Bridge
(3 through lanes plus add/drop lanes)
- Improve seven interchanges
- Extend light rail
- New pedestrian and bicycle path across the Columbia River



Project Planning and Next Steps

2009:

- Select bridge type
- Confirm number of add/drop lanes
- Select transit alignment for local streets and park and ride locations
- Determine pedestrian and bicycle path width and location
- Refine interchange alignments
- Publish Final Environmental Impact Statement
- Develop finance and tolling plan





Safety Benefits



Safer Travel with Improved Design

- Eliminates ten high-crash locations
- Improves seven interchanges to reduce collisions by up to 75 percent
- Meets earthquake safety standards
- Eliminates bridge lifts
- Decreases weaving and merging with add/drop lanes
- Adds safety shoulders to new bridge





Congestion and Mobility Benefits



Improves Travel Times

- Reduces roundtrip travel times
- Results in less congestion on local streets in North Portland and Vancouver
- With tolling, reduces number of trips across the river
- Improves daily congestion in 2030 – about 5 hours with the project compared to 15 hours if no action

Creates More Commuter Choices

- Extends light rail to Clark College
- Adds 20,000 daily transit riders across the Columbia River
- Widens pedestrian and bicycle path across the river and improves connections in Oregon and Washington

Economic Benefits

Jobs and the Economy

- Adds at least 40,000 new jobs to the Portland-Vancouver region
- Helps retain 6,500 jobs and \$844 million annually that would be lost by 2025 without transportation improvements
- Reduces congestion by nine hours a day at the I-5 bridge
- Improves access to ports and highways and keeps goods moving





Environmental Benefits and Opportunities



Benefits

- Treats 30 million gallons stormwater
- Improves fish habitat with fewer piers in the water
- Reduces highway noise along corridor
- Provides options to auto travel – better pedestrian/bicycle paths and light rail to Vancouver

Additional Opportunities

- Incorporate renewable energy like wind and solar
- Uses recycled, re-used and local materials
- Plants trees to improve quality of life and sequester carbon

Project Sponsors Council

Purpose:

The Council will advise the two departments of transportation and transit agencies on:

- Completion of the Environmental Impact Statement
- Project design
- Timelines associated with project development
- Development and use of sustainable construction methods
- Project consistency with Oregon and Washington's statutory reduction goals for greenhouse gas emissions
- A finance plan



Members

Hal Dengerink, Chancellor, Washington State University, Vancouver

Henry Hewitt, Past Chair, Oregon Transportation Commission

Matthew Garrett, Director, Oregon Department of Transportation

Paula Hammond, Secretary, Washington State Department of Transportation

Sam Adams, Mayor-Elect, City of Portland

Royce Pollard, Mayor, City of Vancouver

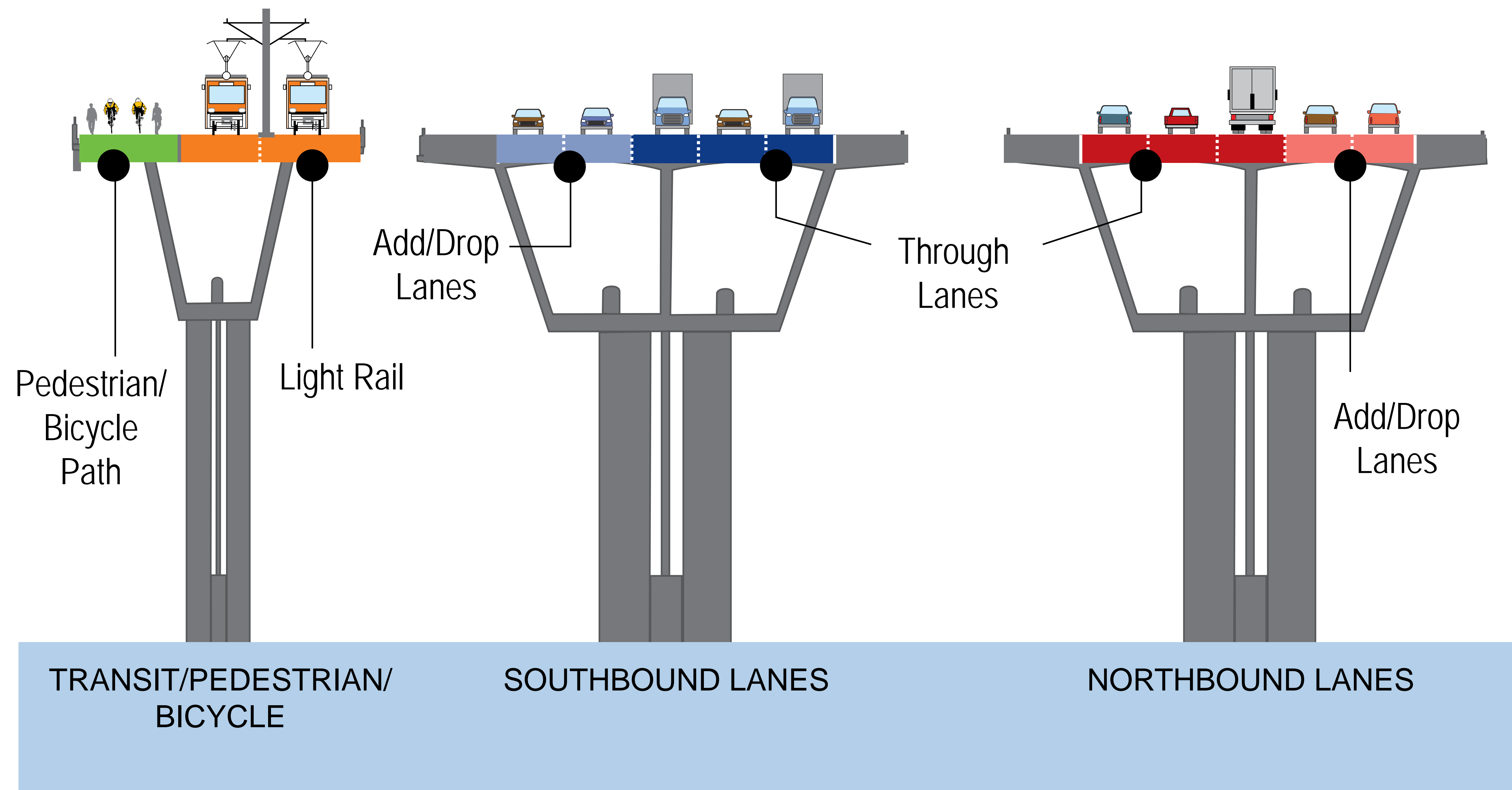
David Bragdon, President, Metro Council

Steve Stuart, Vice Chair, Southwest Washington Regional
Transportation Council

Fred Hansen, General Manager, TriMet

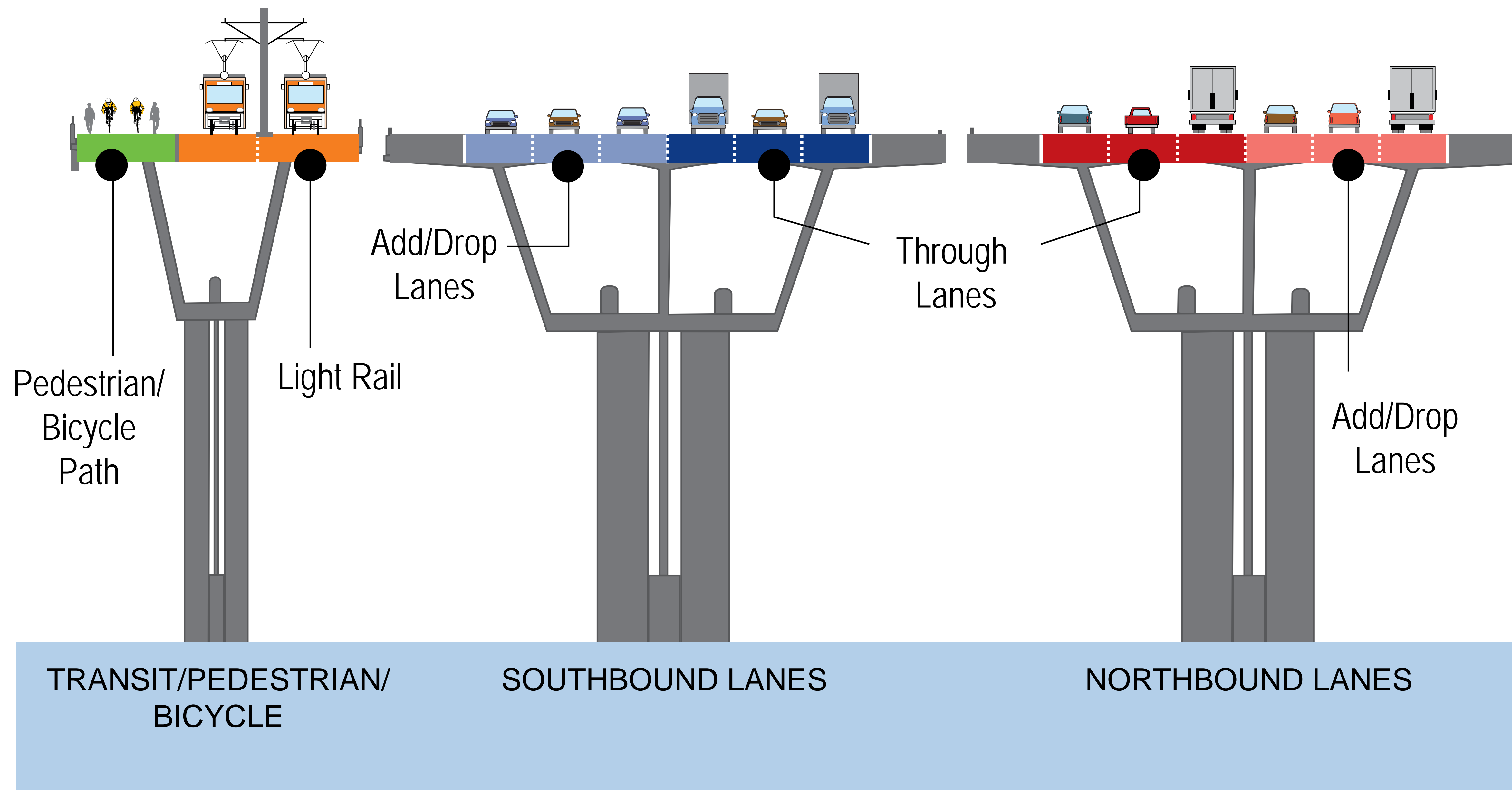
Tim Leavitt, Chair of the Board of Directors, C-TRAN

Example—Cross Section of Five Lane Replacement Bridge



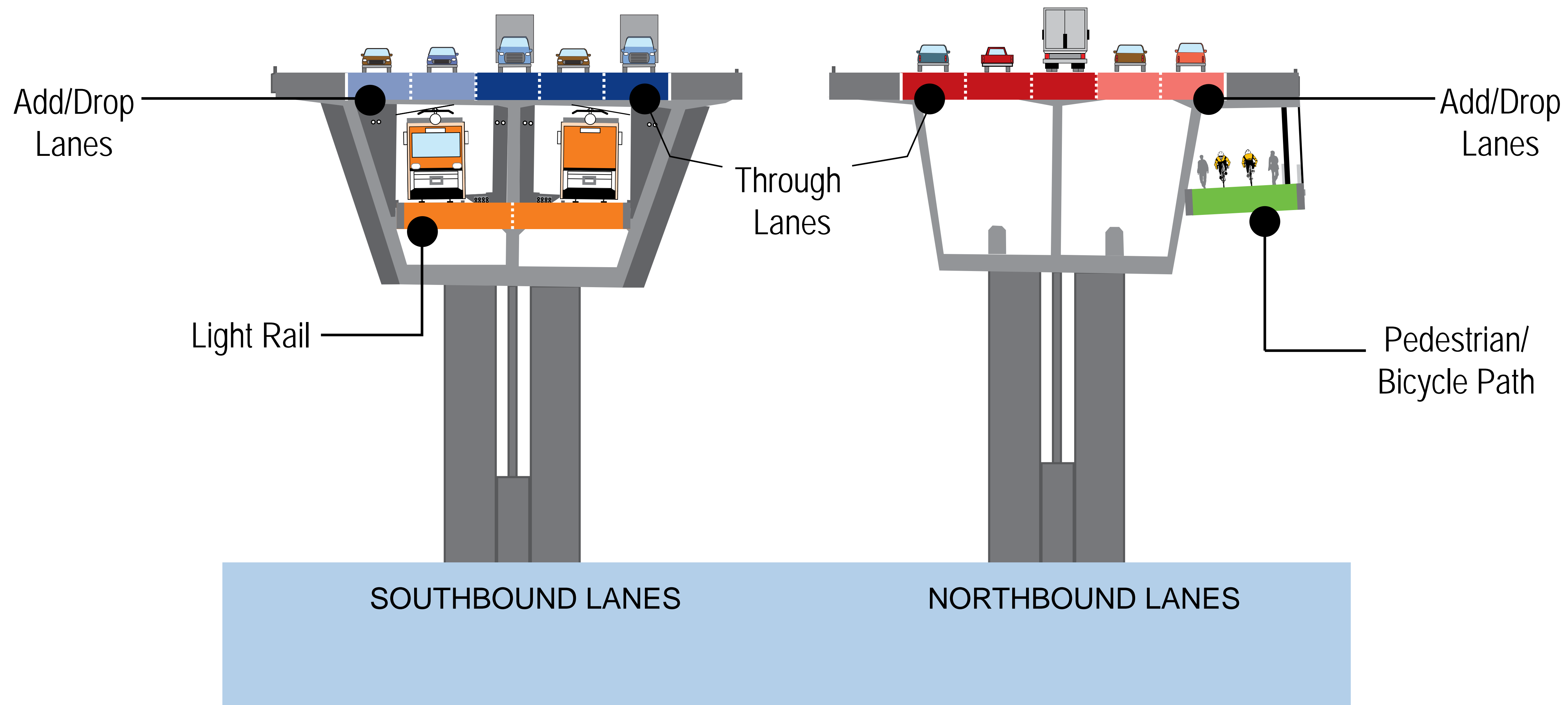
The number of add/drop lanes has not been determined

Example—Cross Section of Six Lane Replacement Bridge



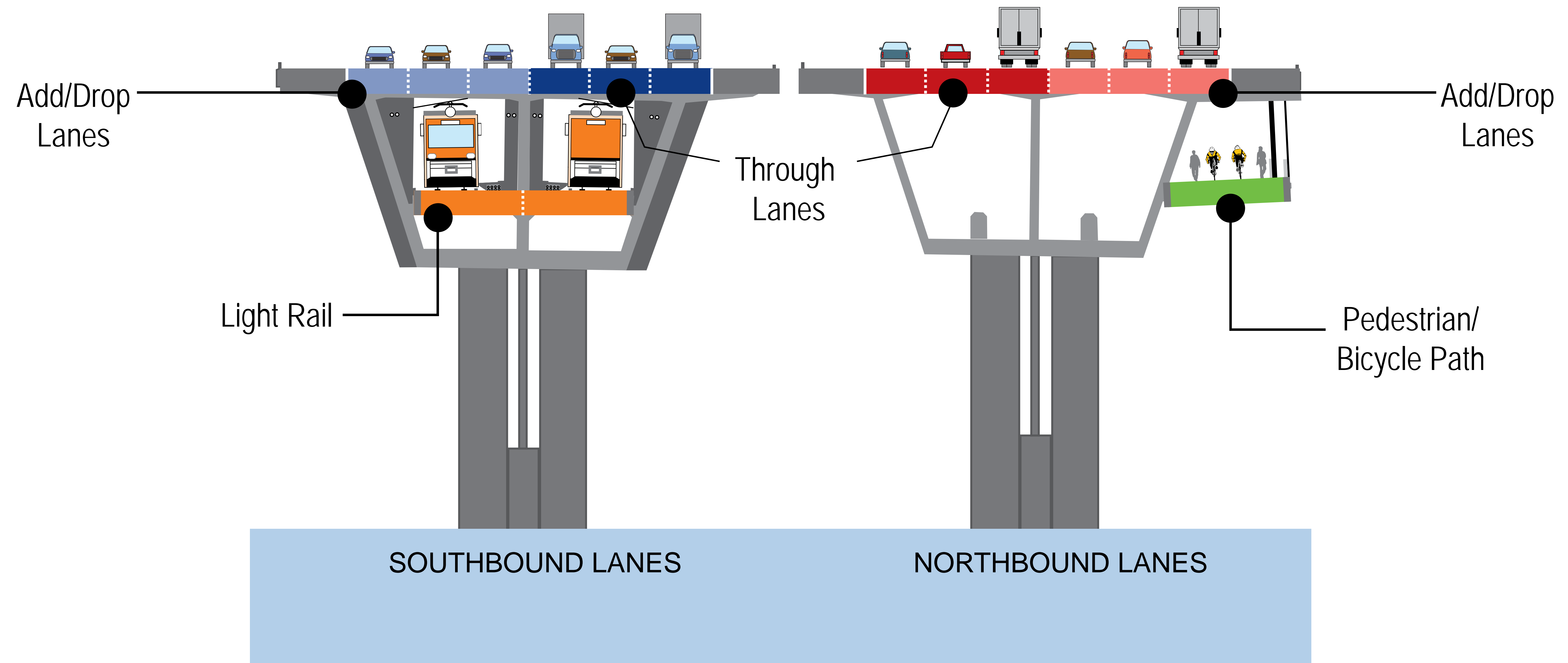
The number of add/drop lanes has not been determined

Example—Cross Section of Five Lane Stacked Transit/Highway Bridge



The number of add/drop lanes has not been determined

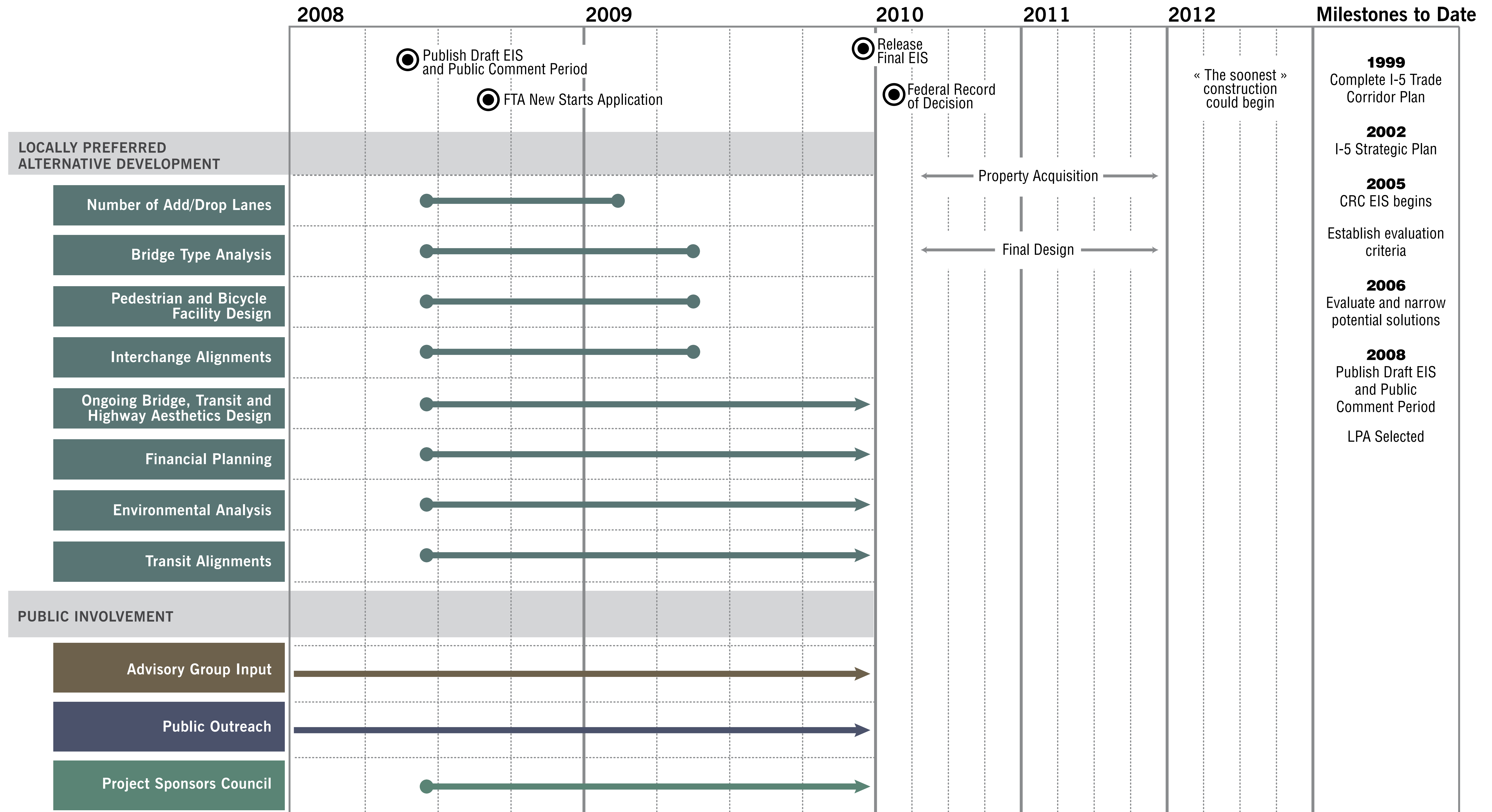
Example—Cross Section of Six Lane Stacked Transit/Highway Bridge



The number of add/drop lanes has not been determined



Schedule



Cost and Funding

Preliminary Cost Estimate

\$3.1 – 4.2 billion

The cost is calculated for the year the dollars would be spent, 2010–2017.

CRC funding will come from multiple sources:

- Federal
- State of Oregon
- State of Washington
- Tolling I-5
- Regional and Local

Design and Aesthetics

Urban Design Advisory Group

Purpose:

The Urban Design Advisory Group (UDAG) advises CRC in these areas:

- Integration of community input on the appearance of bridge, transit and highway designs
- Incorporation of context sensitive design and sustainability
- Guidelines for visual impact and urban design



Members

Royce Pollard, Mayor, City of Vancouver

Sam Adams, Mayor-elect, City of Portland

Rob Barrentine, Vancouver Design Review Committee,
Architects Barrentine Bates Lee

Ed Carpenter, Artist

Jane Hansen, Lango Hansen Landscape Architects, P.C.

Mark Masciarotte, Aviation Advisory Committee

Dick Pokornowski, Downtown Redevelopment Authority

Carrie Schilling, Works Partnership Architecture

Jeff Stuhr, HOLST Architecture, Portland Design Commission

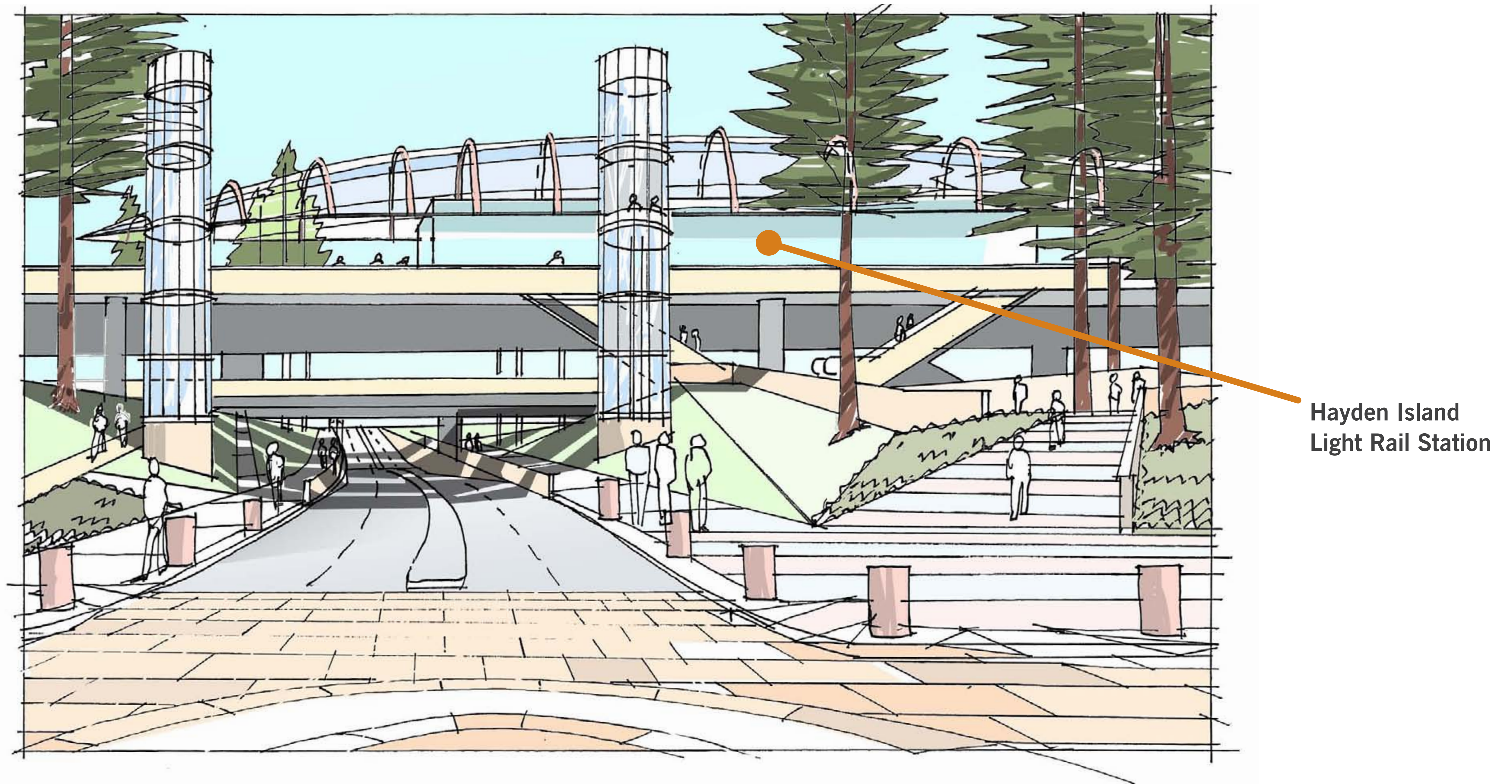
Dave Smith, Vancouver Planning Commission and Design
Review Committee

Michelle Tworoger, Jantzen Beach Moorage Association, Inc.

Walter Valenta, Bridgeton Neighborhood Association

Marcia Ward, CRC's Community and Environmental Justice Group,
Salmon Creek neighborhood

Design and Aesthetics



One concept sketch of the potential Hayden Island light rail station developed by CRC's Urban Design Advisory Group.

Design and Aesthetics

5th Street walkway

New Main Street alignment to the river

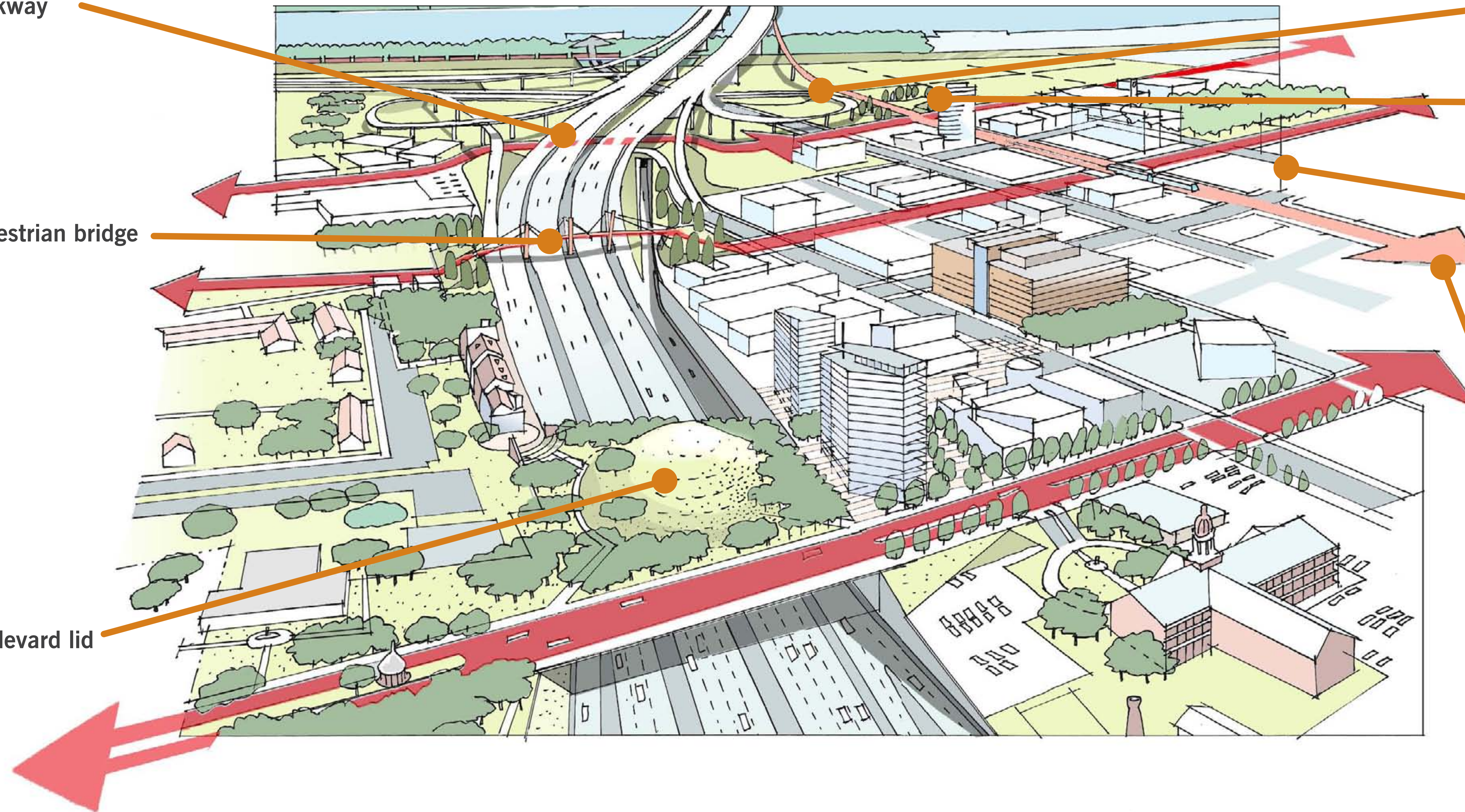
7th Street pedestrian bridge

Light Rail at grade at 5th Street

Light Rail Downtown Vancouver alignment

Evergreen Boulevard lid

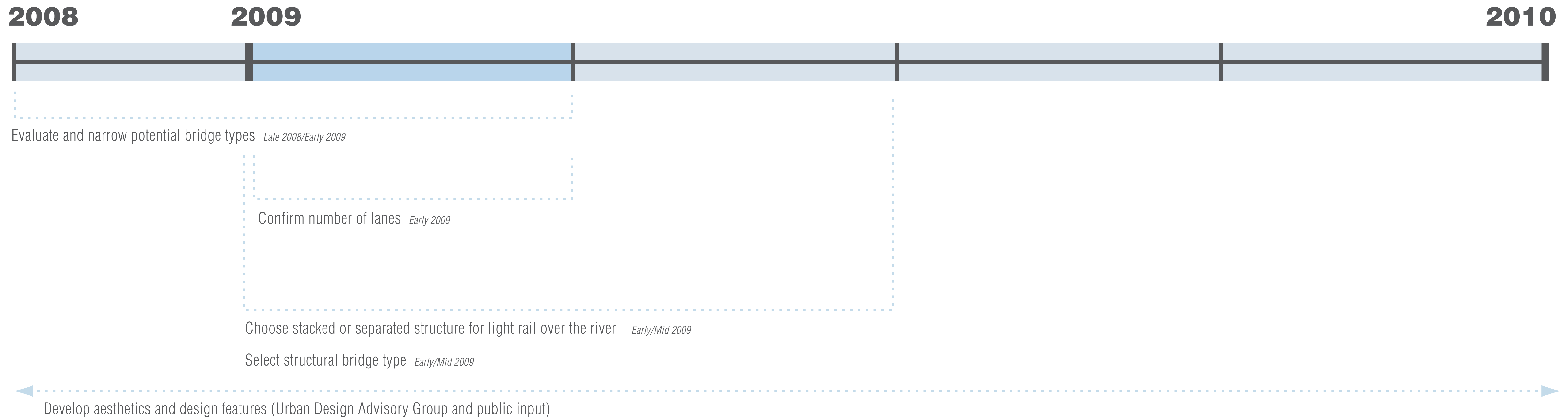
Washington transit street



One concept sketch showing what downtown Vancouver could look like with a replacement bridge, light rail and a lid section at Evergreen Boulevard.



Bridge Type and Design Next Steps



Number of Lanes



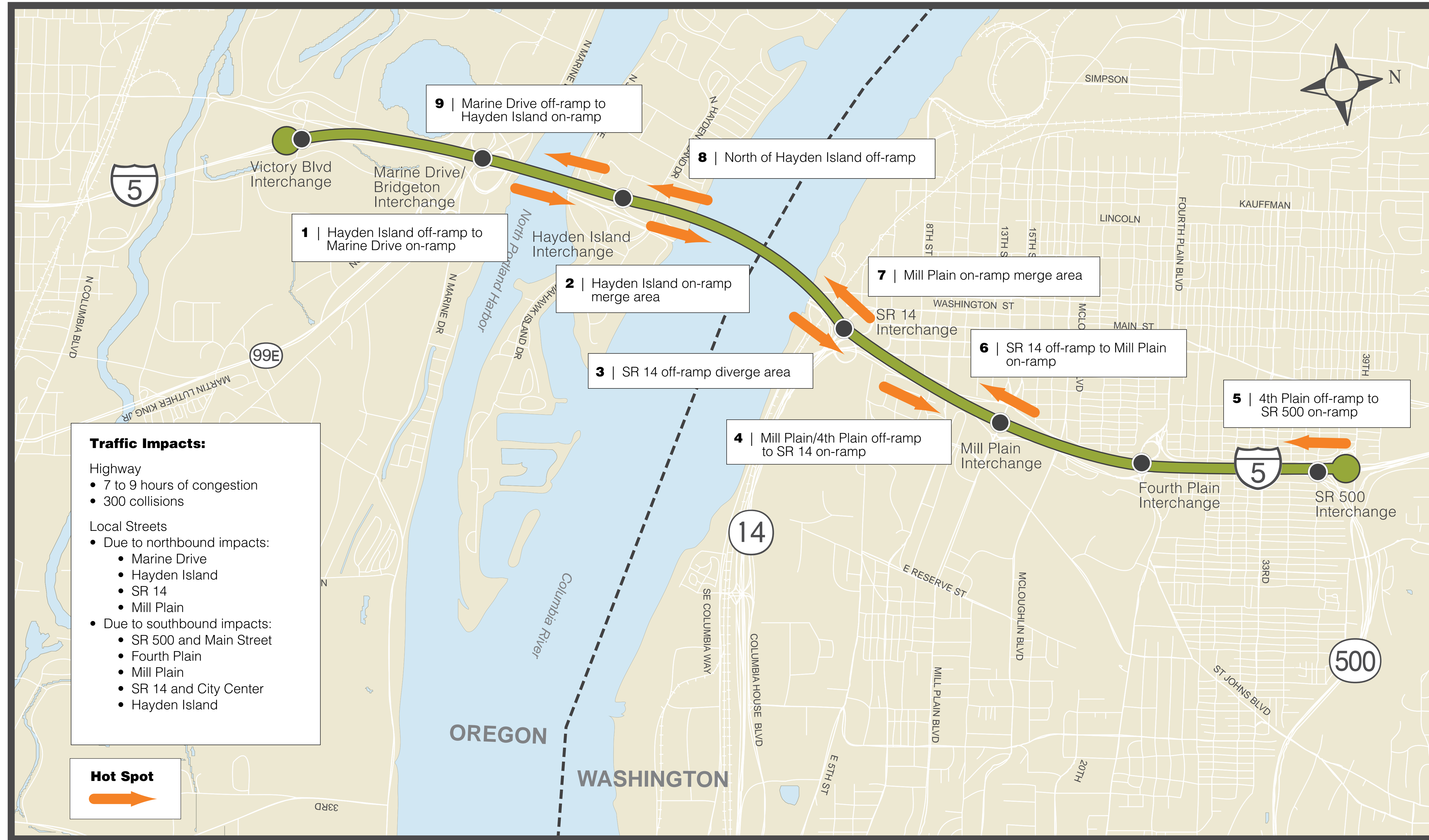
Traffic Effects of 8, 10 and 12 Lane Options



	8 Lanes	10 Lanes	12 Lanes
I-5 Impacts	<p>Northbound I-5:</p> <ol style="list-style-type: none"> Hayden Island off-ramp to Marine Drive on-ramp Hayden Island on-ramp merge area SR 14 off-ramp diverge area Mill Plain/4th Plain off-ramp to SR 14 on-ramp <p>Southbound I-5:</p> <ol style="list-style-type: none"> 4th Plain off-ramp to SR 500 on-ramp SR 14 off-ramp to Mill Plain on-ramp Mill Plain on-ramp merge area North of Hayden Island off-ramp Marine Drive off-ramp to Hayden Island on-ramp 	<p>Northbound I-5:</p> <ol style="list-style-type: none"> Hayden Island off-ramp to Marine Drive on-ramp Mill Plain/4th Plain off-ramp to SR 14 on-ramp <p>Southbound I-5:</p> <ol style="list-style-type: none"> 4th Plain off-ramp to SR 500 on-ramp SR 14 off-ramp to Mill Plain on-ramp North of Hayden Island off-ramp 	None
Local Street Impacts	<p>Due to northbound I-5 impacts:</p> <ol style="list-style-type: none"> Marine Drive Hayden Island SR 14 Mill Plain <p>Due to southbound I-5 impacts:</p> <ol style="list-style-type: none"> SR 500 and Main Street 4th Plain Mill Plain SR 14 and City Center Hayden Island 	<p>Due to northbound I-5 impacts:</p> <ol style="list-style-type: none"> Marine Drive SR 14 <p>Due to southbound I-5 impacts:</p> <ol style="list-style-type: none"> SR 500 and Main Street 4th Plain Mill Plain SR 14 and City Center 	None
I-5 Bridge Congestion	7 to 9 hours	5 to 7 hours	3.5 to 5.5 hours
Annual Collisions	300	240	200
I-5 Traffic	165,000 vehicles	174,500 vehicles	178,000 vehicles
I-205 Traffic	219,000 vehicles	214,500 vehicles	213,000 vehicles
Total River Crossing Traffic	384,000 vehicles	389,000 vehicles	391,000 vehicles
Diversion to I-205 from No Build	9,000 vehicles	4,500 vehicles	3,000 vehicles
Regional Vehicle Miles Travelled (VMT)	56.770 million regional VMT 0.21% increase over No Build	56.750 million regional VMT 0.18% increase over No Build	56.746 million regional VMT 0.17% increase over No Build
I-5 Transit Riders	18,900 (16,800 on light rail)	18,900 (16,800 on light rail)	18,900 (16,800 on light rail)
HOV Lane Potential?	No	No	With conversion of traffic lane

Note: All figures are for the year 2030.

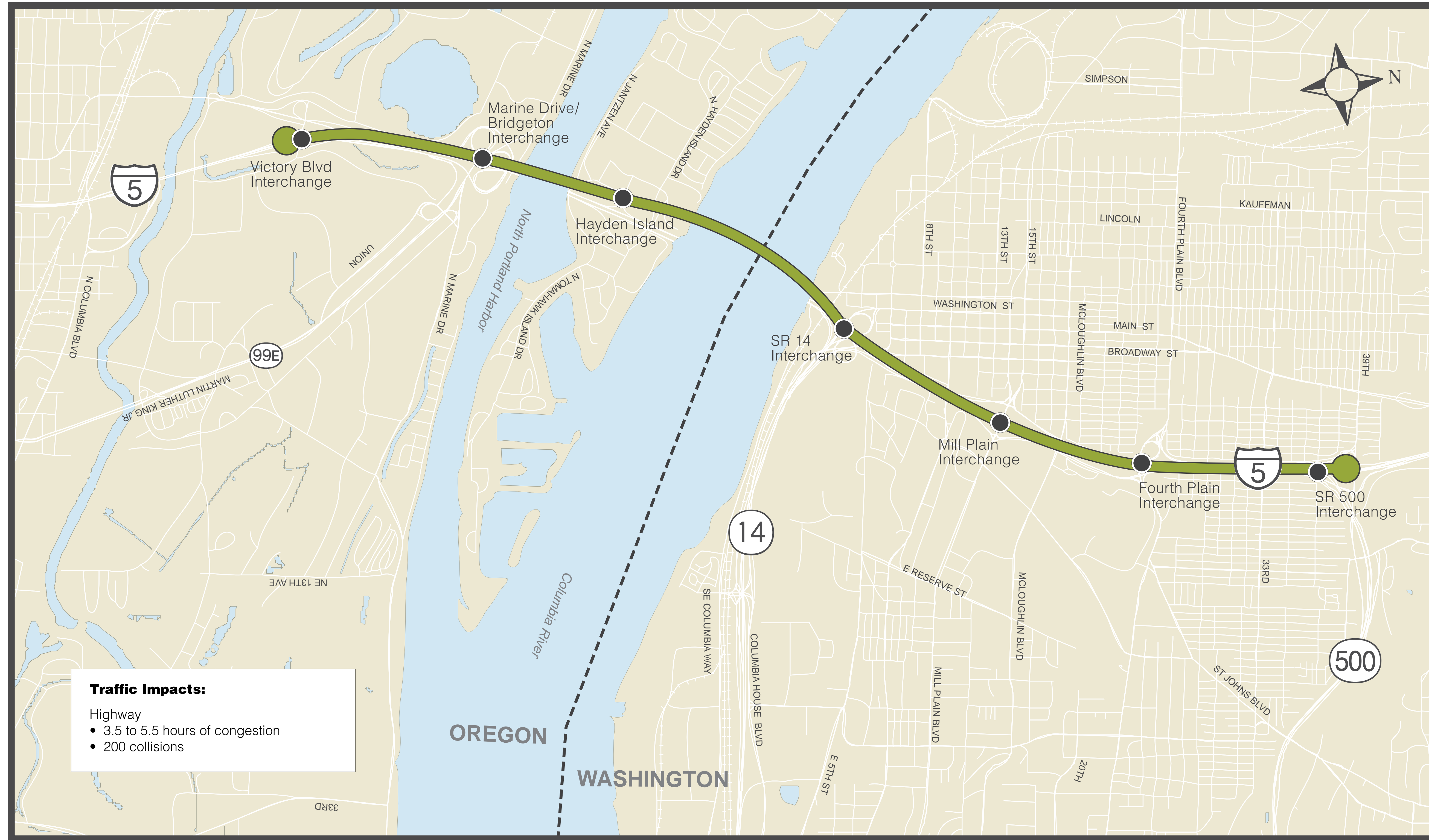
Traffic Impacts: 8 Lanes



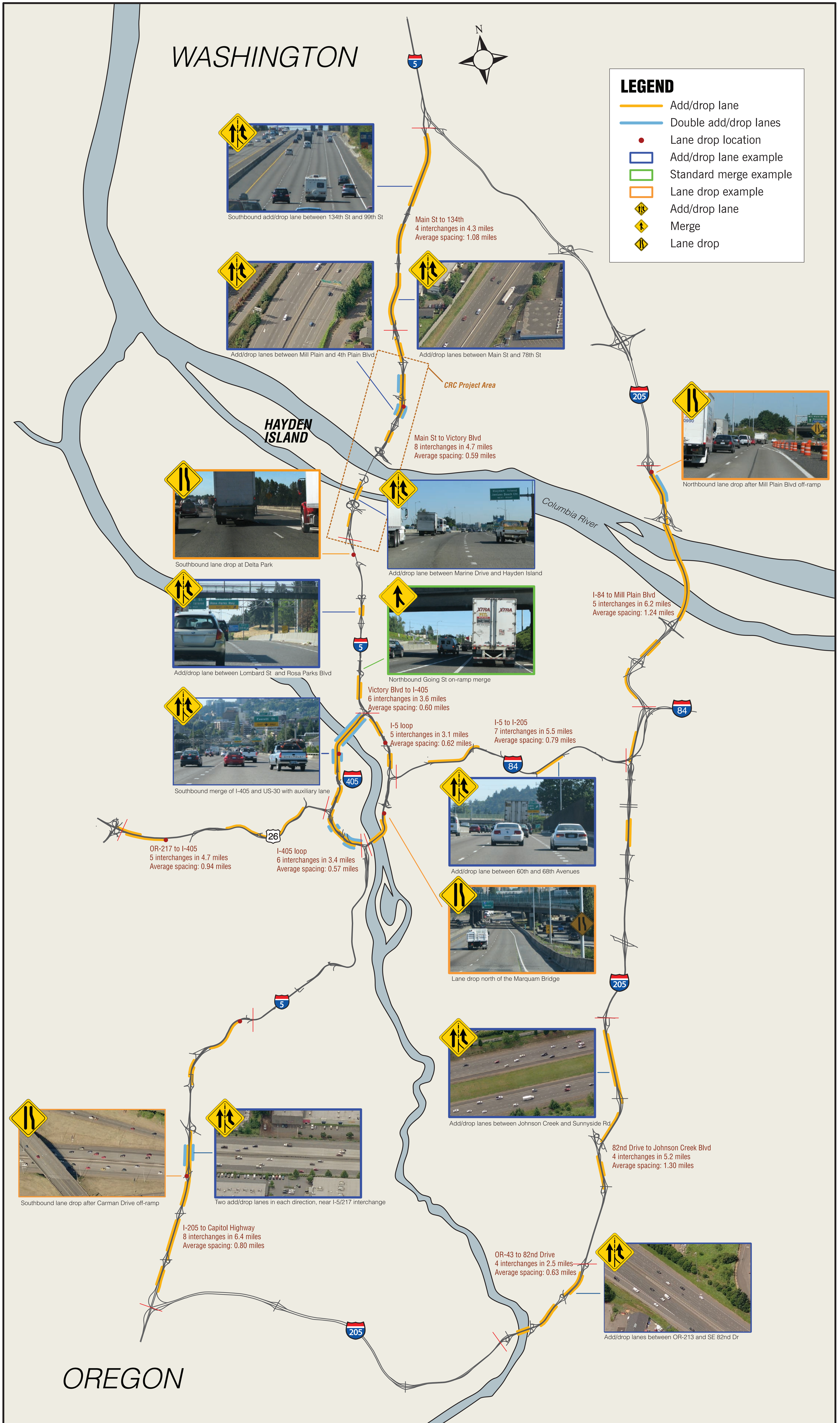
Traffic Impacts: 10 Lanes



Traffic Impacts: 12 Lanes



Existing Metro Area Add/Drop Lanes



Transit Alignments

Hayden Island Map

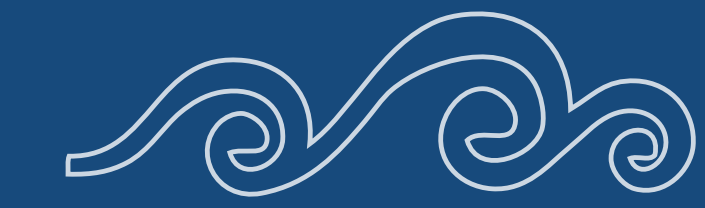


Vancouver Alignment Options



Alignment Options

- Washington-Broadway Couplet
- Two-way Washington
- Two-way on McLoughlin Blvd
- Two-way on 16th Street



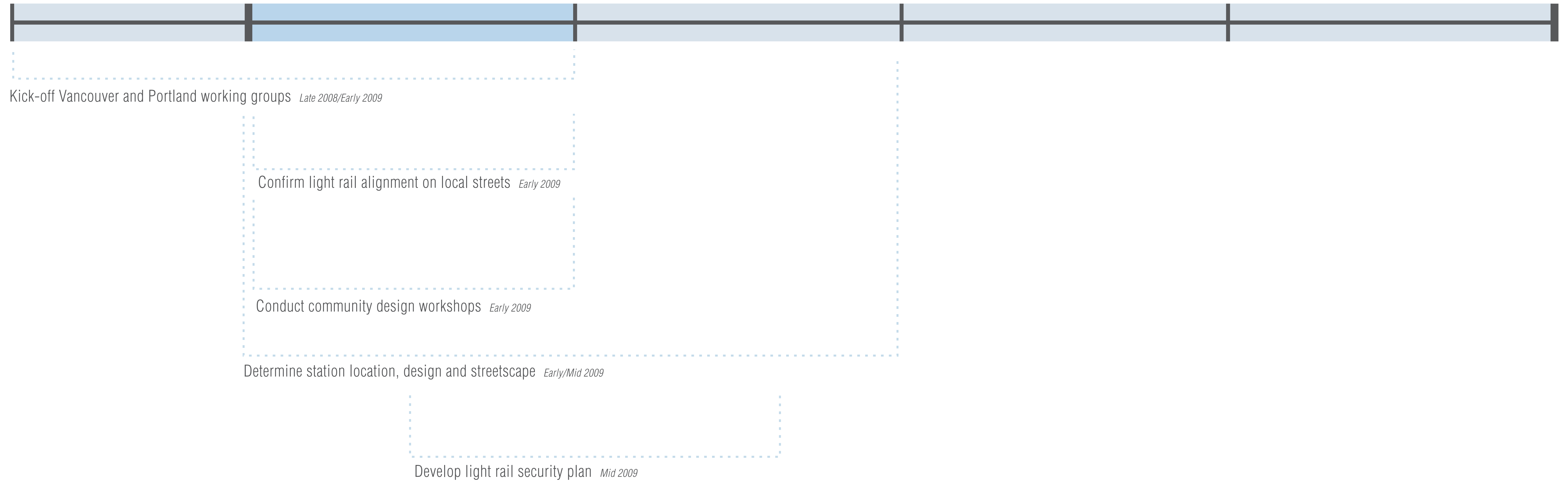
Transit Planning Next Steps



2008

2009

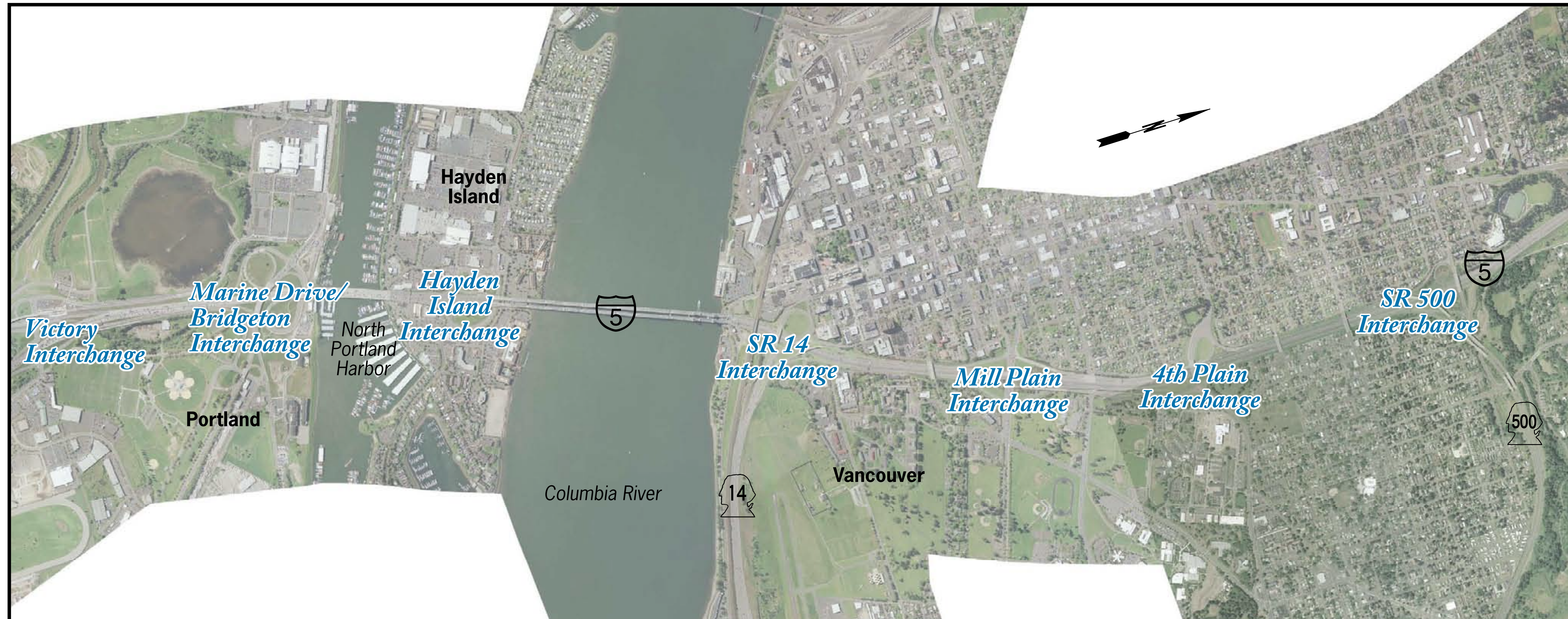
2010

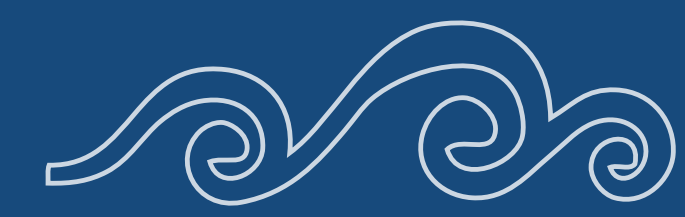


Highway and Interchange Design



Project Interchanges





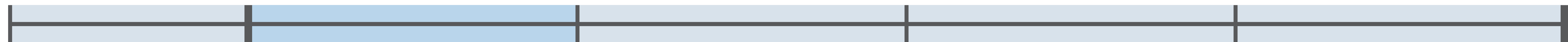
Highway and Interchanges Next Steps



2008

2009

2010



Select Marine Drive alignment *Late 2008/Early 2009*

Refine conceptual design for six interchanges *Mid 2009*

Document decisions and effects in Final EIS *Late 2009*



Victory Boulevard
I-5 southbound



Marine Drive
I-5 southbound



Hayden Island
I-5 southbound



SR 14
I-5 southbound



Mill Plain
I-5 southbound

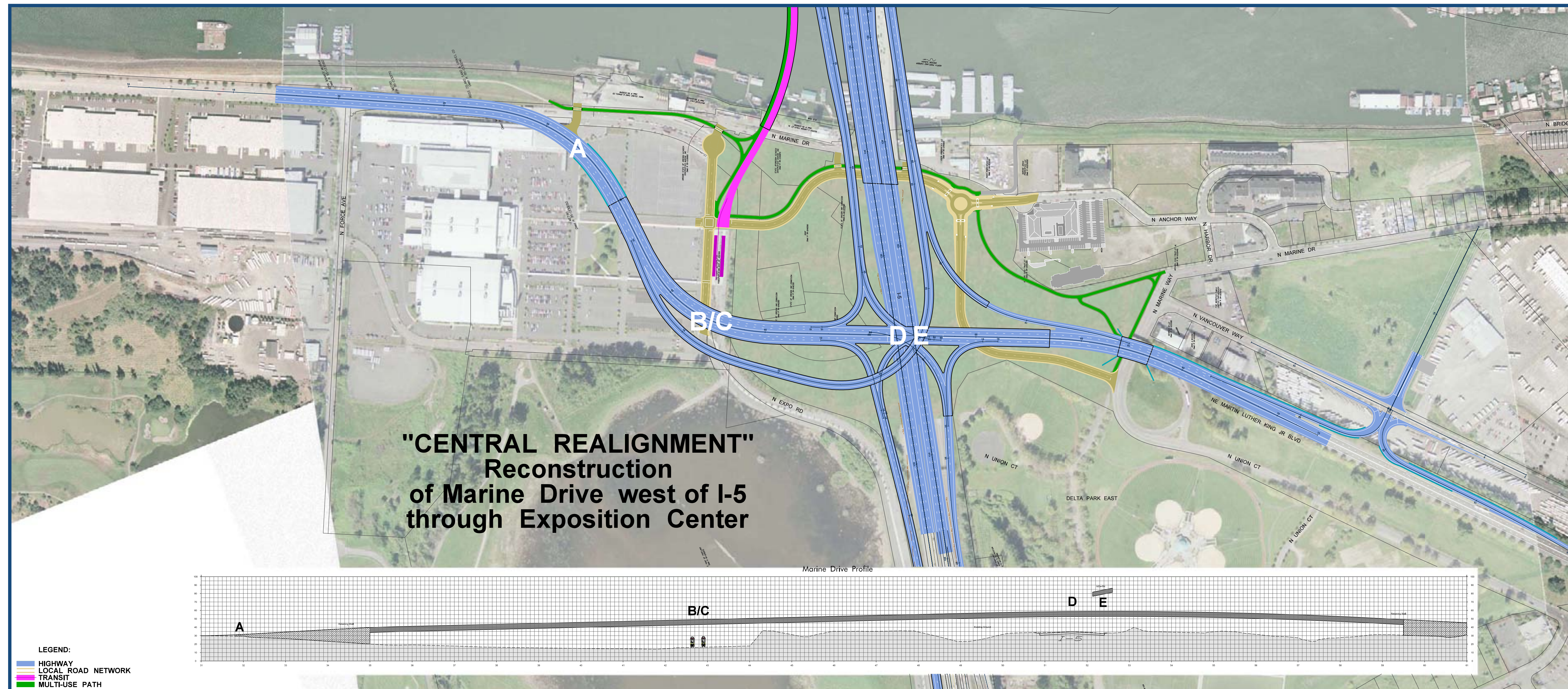


Fourth Plain
I-5 southbound



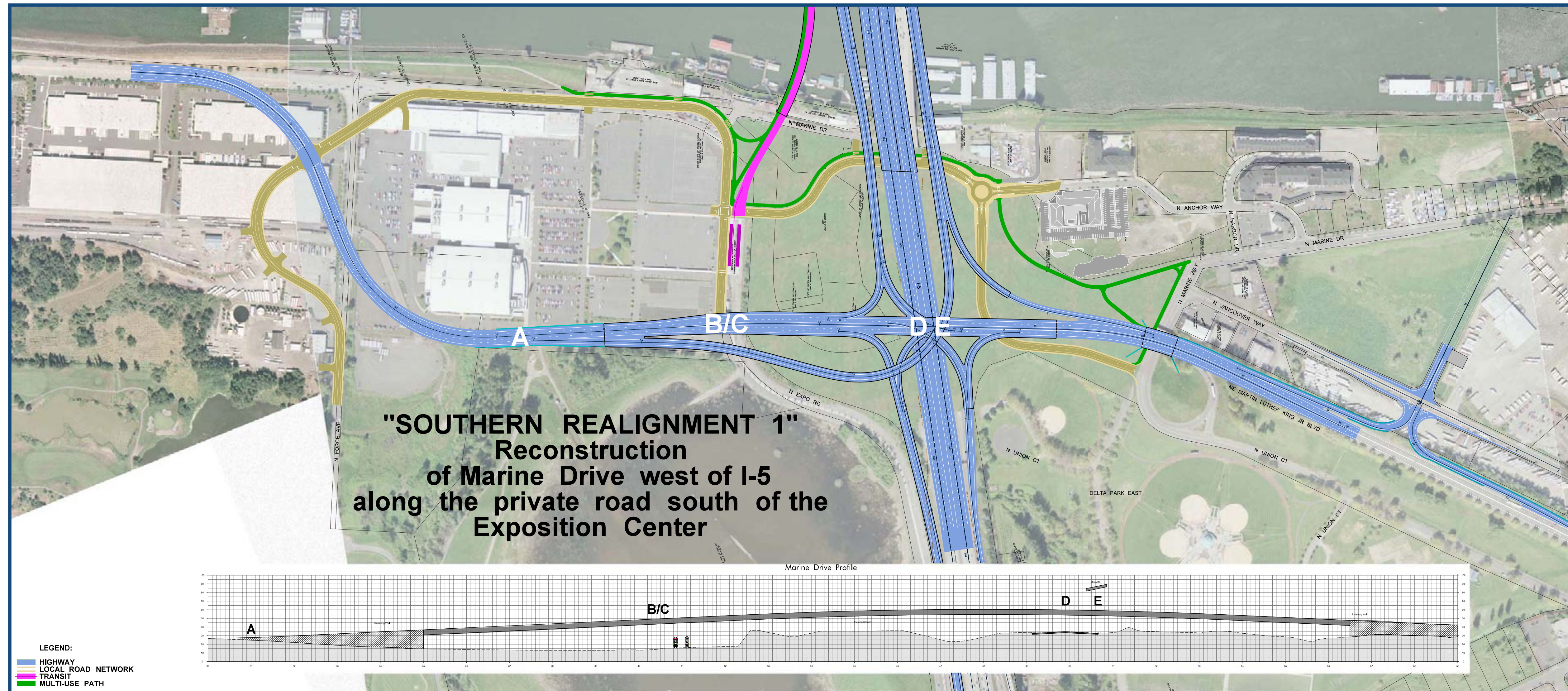
SR 500
I-5 southbound

Marine Drive: Central Alignment Option



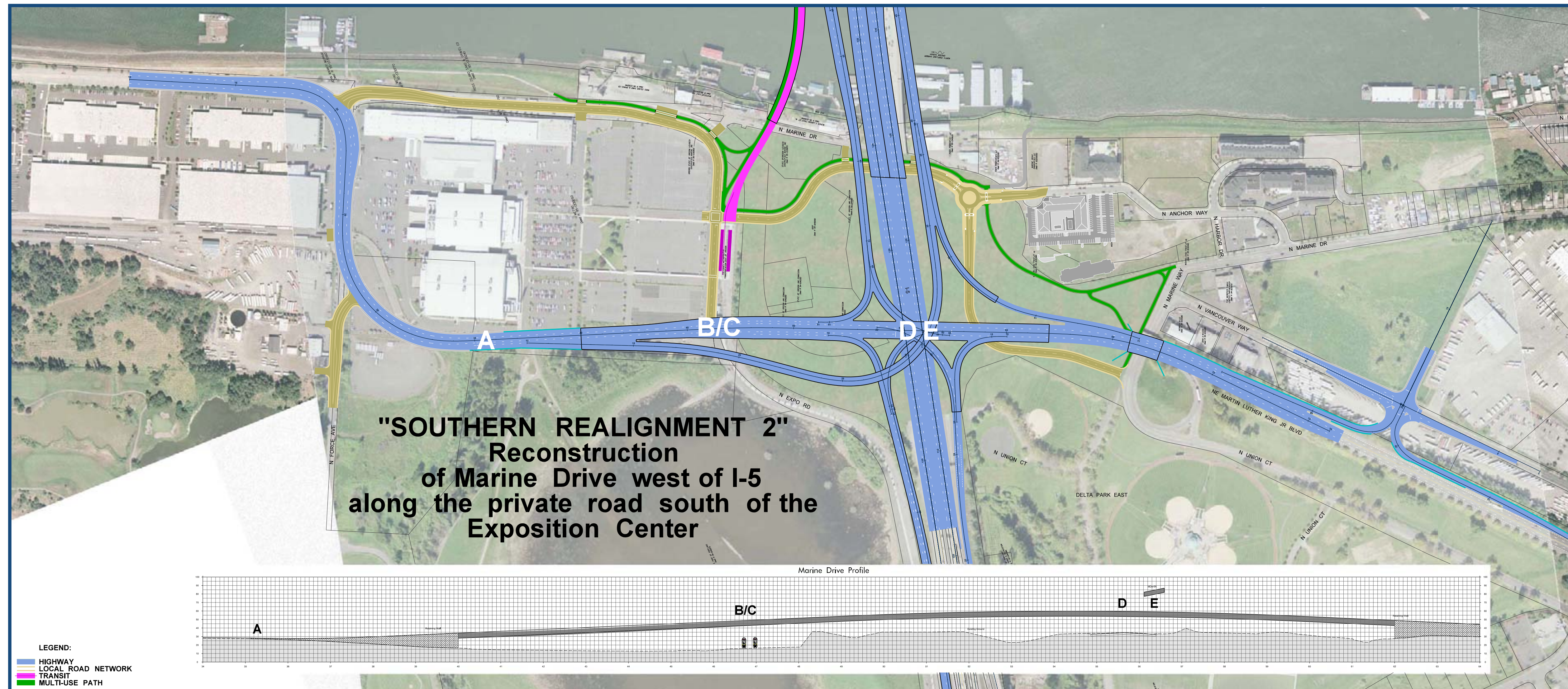
- Realigns Marine Drive, turning southeast across Expo Center parking lot, then east again approaching I-5
- Improves local street and pedestrian/bicycle connections
- Potential building impacts
- One signalized intersection on Marine Drive west of I-5

Marine Drive: Southern Realignment Option



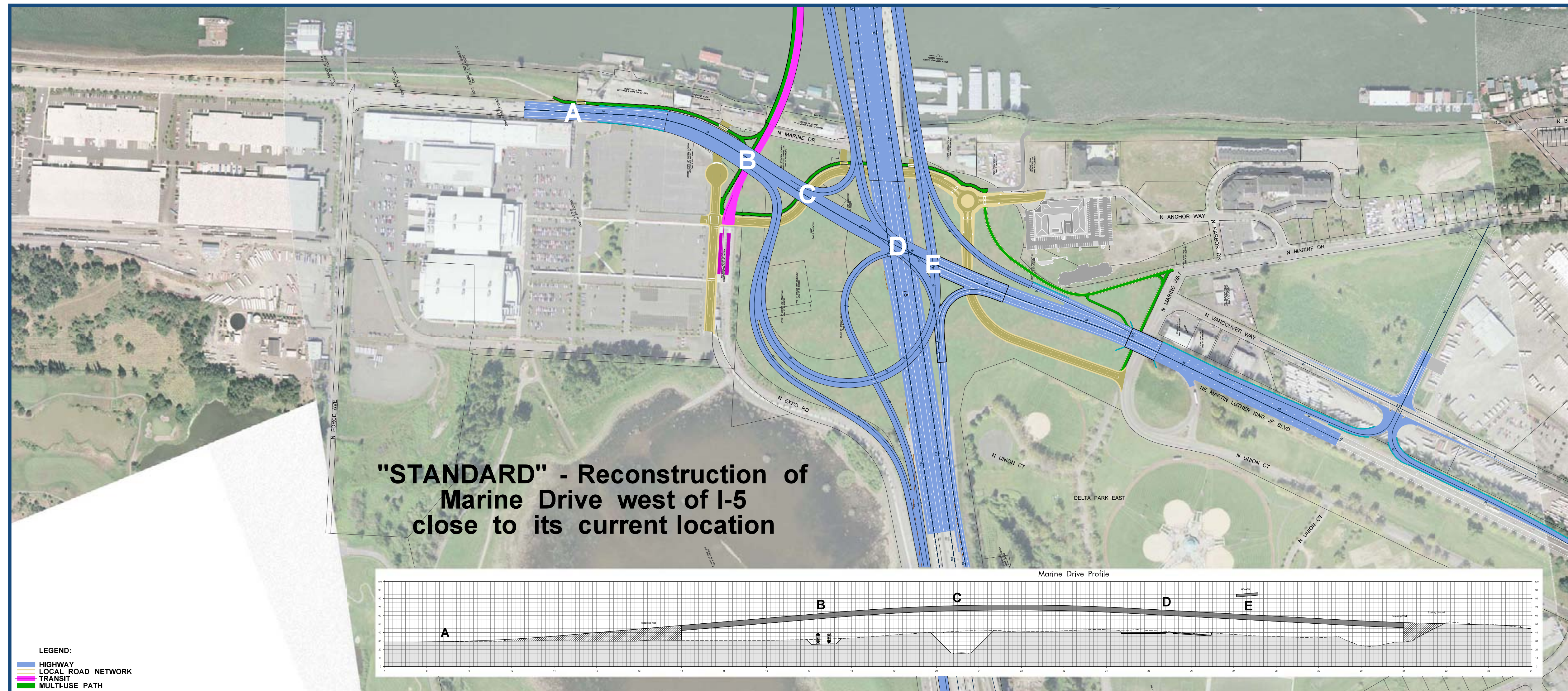
- Realigns Marine Drive west of Force Avenue, turns south and then east between Expo Center and the Vanport wetlands
- Improves local street and pedestrian/bicycle connections
- Potential building impacts
- One signalized intersection on Marine Drive west of I-5

Marine Drive: Southern 2 Realignment Option



- Realigns Marine Drive west of Force Avenue, turns south and then east between Expo Center and the Vanport wetlands
- Improves local street and pedestrian/bicycle connections
- Two signalized intersections on Marine Drive west of I-5

Marine Drive: Standard Alignment Option



- Most closely follows the existing Marine Drive alignment
- Improves local street and pedestrian/bicycle connections
- One signalized intersection on Marine Drive west of I-5