

Columbia River Crossing Project

Project Description

The Columbia River Crossing (CRC) project addresses congestion, safety and mobility problems on I-5 between Portland and Vancouver. Without action by 2030, today's six hours of stop and go traffic will grow to 15, the already high crash rates will double and people will continue to have limited transportation options. This result will harm 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, long-term solutions to maximize environmental, economic and community benefits in the CRC project area. Some of the essential elements of the project are:

- Replace the I-5 bridge
- Extend light rail to Vancouver
- Improve seven interchanges
- Improve pedestrian and bicycle paths and access to local networks
- Incorporate electronic tolling

Project Benefits

CRC benefits local residents, the natural environment and the regional economy:

- Reduces highway congestion and cut-through neighborhood traffic
- Creates a more reliable trip for freight trucks, autos, transit, pedestrians and bicyclists
- Keeps the economy moving by adding and sustaining jobs and improving access to ports and highways
- Updates bridge design, removing bridge lifts and adding earthquake protection
- Connects communities with light rail and a wider, safer pedestrian and bicycle path
- Protects people and the environment with fewer crashes, less highway noise, reduced emissions from idling traffic, and expanded stormwater treatment



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

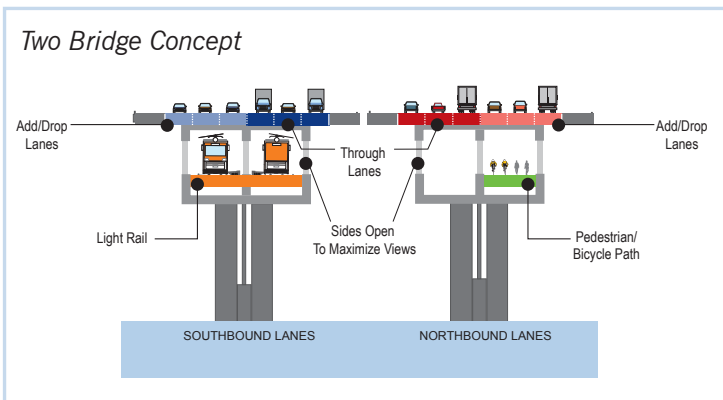
Project Elements

CRC is a bridge, transit and highway project. Each component is described in more detail below.

Replacement I-5 Bridge

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 12 lanes (three through lanes plus three lanes to connect interchanges north and south of the river) on two bridge structures. The new structures will allow marine traffic to travel under without bridge lifts and will meet current earthquake standards. A two structure crossing would have light rail tracks below the northbound bridge deck with open sides to maximize views. A decision on the location of the pedestrian and bicycle path is expected in 2009.

The design of the replacement I-5 bridge must be technically feasible and incorporate aesthetics. The bridge type selection will consider air and marine navigation, feasibility of construction and sustainability of the environment, economy and local needs. Bridge aesthetics will consider community desire for a signature feature, sensitivity to the surrounding area and its history, and sustainability. CRC's Urban Design Advisory Group advises the CRC on these issues.



Location of pedestrian/bicycle path will be determined in 2009

Pedestrian and Bicycle Pathways

The pathway to cross the Columbia River will be widened to at least 16 feet from its current four feet. The new path will meet disability standards and provide a safer trip across the bridge and through the project area. The path could be located

under the northbound deck. Alternate path locations are currently being studied. Project improvements will connect to regional trails and facilities.



Light Rail

Light rail will be extended from Portland's Expo Center MAX station to Clark College in Vancouver. The extension will include five stations and three Vancouver park and rides. On Hayden Island the station will be adjacent to southbound I-5. In downtown Vancouver, light rail is recommended to travel north on Broadway and south on Washington connected to McLoughlin Boulevard where it will travel east to Clark College.



The Vancouver Working Group and Portland Working Group continue to meet regularly to advise the project on transit-related issues, including safety and security and design of stations and park and rides.

Highway and Interchanges

I-5 within the five-mile project area will be improved for safety and freight mobility. Plans call for improving links to and from arterials and state highways, connecting interchanges via add/drop (auxiliary) lanes and lengthening on/off ramps. The following



interchanges would be improved: Victory Boulevard, Marine Drive, Hayden Island/Jantzen Beach, SR 14/City Center, Mill Plain, Fourth Plain and SR 500.




Cost and Financing

The estimated construction cost is \$3.1 to \$4.2 billion (in year of expenditure dollars). The finance plan will be refined in 2009 and will include updated cost estimates. 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. Drivers who travel outside peak hours would pay a lower toll.

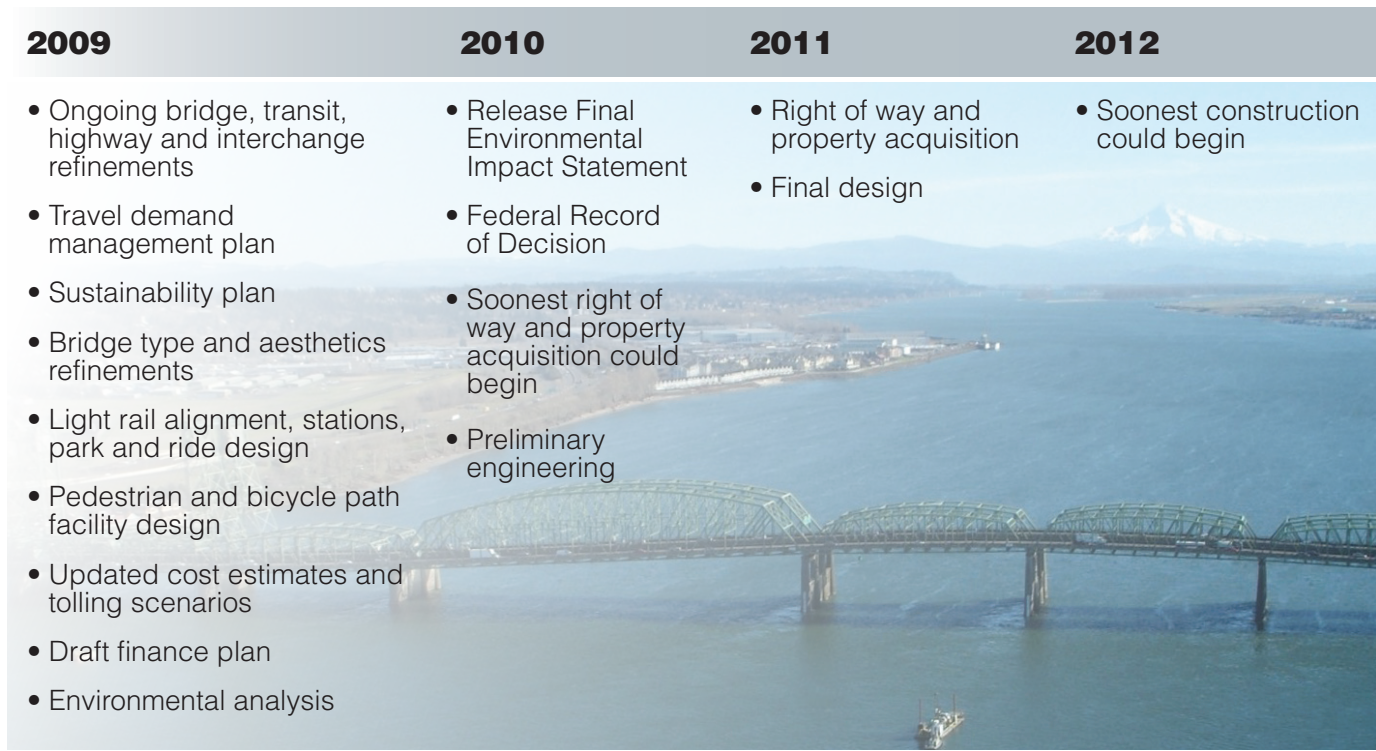
No toll rate or policy has been set. A variety of potential tolling scenarios are currently being examined by a Tolling Study Committee. In summer and fall 2009, the CRC project will analyze various tolling scenarios and solicit feedback. Citizen opinions will help inform the development of toll rates and policies and a financial plan for the project. 

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 from five analyzed in the Draft Environmental Impact Statement (EIS). Partners decided the selected alternative (replacement bridge with light rail) offers the best opportunity to meet project goals and serve 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. 

2009	2010	2011	2012
<ul style="list-style-type: none"> • Ongoing bridge, transit, highway and interchange refinements • Travel demand management plan • Sustainability plan • Bridge type and aesthetics refinements • Light rail alignment, stations, park and ride design • Pedestrian and bicycle path facility design • Updated cost estimates and tolling scenarios • Draft finance plan • Environmental analysis 	<ul style="list-style-type: none"> • Release Final Environmental Impact Statement • Federal Record of Decision • Soonest right of way and property acquisition could begin • Preliminary engineering 	<ul style="list-style-type: none"> • Right of way and property acquisition • Final design 	<ul style="list-style-type: none"> • Soonest construction could begin



← **Ongoing Public Involvement** →

Project Sponsors Council

The governors of Oregon and Washington formed the Project Sponsors Council (PSC) 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.

CRC receives advice from the Project Sponsors Council and seven 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
- Marine Drive Stakeholder Group
- Pedestrian and Bicycle Advisory Group
- Portland Working Group
- Urban Design Advisory Group
- Vancouver Working Group

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 18,500 face-to-face conversations at over 625 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.

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

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Tolling and Traffic Management

Columbia River Crossing (CRC) is a critical bridge, transit and highway project for the Vancouver-Portland region to increase safety and mobility on I-5, keeping goods and the economy moving. Tolling is expected to be an important part of the CRC finance plan, along with federal and state contributions. Tolling can also be implemented to help manage congestion and increase trip reliability for drivers. Many decisions are yet to be made – such as, when tolling begins, and the toll rate.

Tolling study and public outreach

During summer and fall 2009, the CRC Tolling Study Committee will be seeking public and jurisdictional input on a variety of tolling scenarios. Committee members include the directors of the Oregon and Washington departments of transportation and the chairs of each state's transportation commissions. The Committee will evaluate advanced tolling and traffic management technology, review scenario findings and compile public comments for a report to the Oregon and Washington legislatures and transportation commissions in January 2010. Setting tolling policy and rates is the responsibility of the states' transportation commissions and legislatures.



Example Electronic Toll Collection System

CRC improves safety and reliability for all travelers by:

- Replacing the Interstate bridge
- Improving seven interchanges and lengthening merge ramps
- Extending light rail to Clark College in Vancouver
- Widening the pedestrian and bicycle path
- Implementing electronic, variable tolling

No toll booths necessary with electronic tolling

CRC will use electronic tolling to keep traffic moving across the bridge— no toll booths or need for motorists to slow down to pay tolls. Electronic tolls are collected with a transponder, about the size of a credit card, affixed to a car's windshield. On a tolled facility, overhead sensors link the transponder to driver's account information, and deduct the correct toll from a prepaid account. Drivers can easily manage their account by authorizing payments from a credit card or bank account when the account balance gets low.

A vehicle that does not have a transponder will have the license plate photographed and can prepay online or by phone or be invoiced for the toll, which will include an administrative processing fee for billing.

Variable tolling helps manage congestion

The CRC is proposing variable tolling—the toll rate would vary by time of day according to a set schedule with the lowest rates during non-peak hours. Variable tolling helps relieve congestion and improve travel speeds

and trip reliability by encouraging some drivers to change the time of day they travel. Other drivers might decide to take transit or change their trip destination. Most drivers will opt not to change their travel behavior.

Tolling scenarios

Preliminary tolling scenarios were tested to identify opportunities, benefits, costs and tradeoffs and will be revised after receiving public input during summer 2009. All scenarios included variable toll rates; however, other elements were adjusted including the toll rate and whether the toll was charged on I-5 or both I-5 and I-205. Varying these factors highlights possible effects to the transportation system and project funding.

The preliminary scenarios studied include:

Toll I-5	Variable Toll Rate Range in 2006 dollars <i>(adjusted for expected inflation in 2017 dollars)</i>
Scenario 1	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Scenario 2	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Scenario 3	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 4	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Toll I-5 and I-205	
Scenario 5	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 6	\$4.00 - \$8.00 (\$5.25 - \$10.50)
No Toll (studied for comparison purposes)	\$0

None of the toll scenarios are recommendations for actual toll rates. Actual toll rates will depend on a final finance plan and will be set by the Oregon and Washington state transportation commissions. When implemented, rates would be adjusted to keep pace with inflation.

How do the scenarios affect funding?

For the scenarios that included tolling I-5 after the new bridge is built (2017), tolls could contribute between \$1 and \$2 billion to project funding. Tolling both I-5 and I-205 would more than double the funding provided by tolling.

If tolling were implemented during construction additional funds could be generated.

What happens to travel patterns with tolling?


If I-5 were tolled, most people would choose not to change their travel patterns. Some people will choose to change their trip destination to avoid crossing the river, change their route to the I-205 bridge, use transit, carpool to share the toll cost, or choose another time to travel in order to pay a lower toll. These changes in travel patterns create a less congested trip for those that remain on I-5. If both I-5 and I-205 were tolled, most people would still choose to cross the river, and some would change their travel patterns.


How can I get involved?

- Attend a Tolling Study Committee listening session to provide input
- Contact the project office to meet or talk one-on-one with a staff member
- Visit the Tolling Study website at <http://tolling.ColumbiaRiverCrossing.org>
Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project

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Pedestrian and Bicycle Improvements

A better path forward

The Columbia River Crossing (CRC) project will dramatically improve community connections and encourage pedestrian and bicycle travel between Portland and Vancouver.

Today, during the warm months, about 500 people cross the Columbia River by foot or bike each day. In 2030, after the new bridge is built, 5,000 bicyclists and 1,000 pedestrians are expected to cross the river each day due to the following improvements:

- A safer, wider path across the Columbia River (at least 16 feet)
- New, local east-west connection on Hayden Island and improved north-south connection across the North Portland Harbor
- Improved connectivity of paths in Vancouver and easier navigation to and from the bridge on both sides of the river
- Improved routes across the highway
- Easier travel on neighborhood streets with less cut-through vehicle traffic (due to reduced highway congestion)
- Transit oriented, mixed-use development which helps support foot and bicycle travel



Today's Interstate Bridge paths are too narrow for pedestrians and bicyclists to safely pass each other.

Existing paths discourage use

Currently, the bicycle and pedestrian paths on the Interstate Bridge are located close to vehicle traffic and are only about four feet wide. There is little protection from traffic-related noise and debris. The paths fall short of modern design standards and the requirements of the Americans with Disabilities Act. In addition, pedestrians and bicyclists have to use non-direct travel routes and some areas leading to the bridge lack sidewalks, bike lanes and cross walks. Insufficient lighting and confusing signage further discourage use.

Inadequate and sub-standard pedestrian and bicycle facilities are one of six problems identified in the CRC project's purpose and need statement.

Replacement I-5 bridge

CRC is designing a replacement bridge with two structures: one for northbound traffic and one for southbound traffic and light rail. The pedestrian/bicycle path could be positioned either on or under the bridge decks. A decision on the location of the pedestrian/bicycle path is expected in 2009.

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 and pedestrians/bicyclists. It will:

- Replace the Interstate Bridges
- Extend light rail to Clark College in Vancouver
- Widen the pedestrian/bicycle path
- Improve seven interchanges



Conceptual example of pedestrian-bicycle path under bridge deck. Location of path will be determined in 2009.

Design coordination

In addition to bridge form, the design of the pedestrian and bicycle is connected to, and being coordinated with, other project elements, such as:

- Interchange design
- Transit alignment and station design
- Park and ride design

Community feedback continues to shape plans

The CRC Pedestrian and Bicycle Advisory Committee (PBAC) has met more than 20 times since spring 2007 to develop recommendations for enhanced pedestrian and bicycle facilities and connections. The committee, consisting of community members and agency representatives from Portland and Vancouver, is helping develop project elements that directly affect pedestrians and bicyclists. PBAC meetings are usually held at the CRC project office and are open to the public. Meeting materials are available on the project Web site: www.ColumbiaRiverCrossing.org.

PBAC has conducted field visits and provided extensive review of project designs. Work to date from this group includes:

- Developing a map of existing and proposed pedestrian and bicycle paths, multi-use trails and other facilities
- Compiling partner agency design guidelines

- Requesting and reviewing future bicycle and pedestrian use projections for the project area
- Submitting specific recommendations for the replacement bridge, local street and pedestrian/bicycle connectivity along and across I-5 in the project area based on members' regional knowledge, local interests and commitment to a high-quality facility

Next steps

During upcoming meetings, PBAC will discuss future opportunities for the project, including:

- Bicycle parking, in conjunction with light rail station and park and ride planning
- Lighting and security
- Development of a maintenance plan
- Possible separation of high-speed cyclists and others on the path

Final decisions about the project's pedestrian and bicycle elements will be included in the Final Environmental Impact Statement (EIS) along with other design refinements and community and environmental effects. The Final EIS is expected in 2010. The earliest construction could start is 2012.

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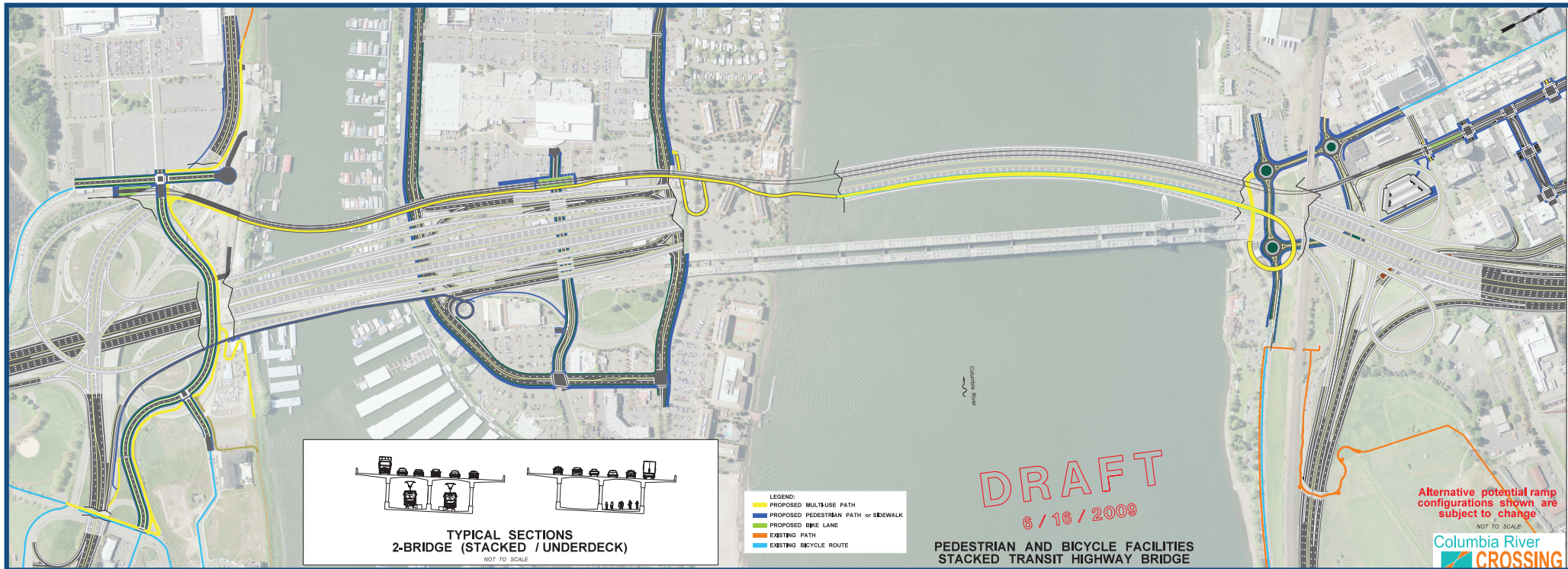
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Pedestrian and Bicycle Potential Alignment Under Highway Deck



*Location of pedestrian/bicycle path not yet determined.

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 Clark College 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.



Light rail alignment

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

Hayden Island. An elevated station is being designed to support the goals of the Hayden Island Plan. The Portland Working Group, along with neighborhoods and users, will be providing input to CRC about Hayden Island station design and community connections to the light rail station.

Downtown Vancouver. The Vancouver Working Group (VWG) provides recommendations to CRC, the City of Vancouver and C-TRAN on LRT alignment, station locations and park and rides. The VWG has recommended the route southbound on Washington and northbound on Broadway, with an

east-west connection on McLoughlin Boulevard to the park and ride and station near Clark College. The station locations and park and rides will be discussed by the VWG this summer.

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?

Over the next several months, staff will be working toward significant milestones:

- Selection of station locations and early refinement of park and ride designs for Vancouver.
- Approval from the Federal Transit Administration to enter a new phase of design, with a focus on work necessary to produce construction plans, specifications and refined cost estimates. This phase is called preliminary engineering.
- Completion of the Final Environmental Impact Statement (EIS), which is required before construction can occur. Completion of the Final EIS is anticipated in early 2010.

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Improving Transportation Safety

Columbia River Crossing (CRC) is a bridge, transit and highway improvement project for I-5 between Vancouver and Portland. Local project partners selected a replacement bridge with light rail to Clark College as the Locally Preferred Alternative (LPA).

Project Benefits

- No bridge lifts
- Up to 75 percent fewer collisions
- 23 minute shorter round-trip commute between Clark County fairgrounds area and Rose Quarter
- 5,000 more transit trips over the Columbia River during rush hour
- Upgraded pedestrian and bicycle facilities
- 5–15 percent less congestion on local streets
- 30 million more gallons of stormwater treated
- Improved freight mobility

Safety in the I-5 Project Area

Safety issues in the CRC project area affect more than just auto commuters. When collisions occur on I-5, they create traffic back-ups, which delay freight deliveries, prevent people from reaching destinations on time and leave cars idling on roadways. The collisions negatively affect the travel experiences of car drivers, passengers, transit riders, bicyclists, pedestrians and truck drivers. Local streets also become clogged with more cars when crashes on I-5 divert traffic.

Outdated Design

The project area includes 40 outdated highway features that create safety hazards, such as closely-spaced interchanges, short on-and off-ramps and narrow shoulders. Crash data gathered by the Oregon and Washington departments of transportation show strong



Stalled car and backed-up traffic near the I-5 bridge

correlations between these sub-standard features and collisions in the project area. Some of the specific problems on I-5 include:

- Short acceleration lanes at locations such as the SR 14 interchange and on I-5 south between SR 500 and Fourth Plain Boulevard
- Short on-and off-ramps at Hayden Island and Victory Boulevard
- Lack of safety shoulders for disabled vehicles on the Interstate Bridge

These problems are a common cause of crashes: 66 percent of collisions in the project area are rear-end crashes and 14 percent are side-swipes. People are injured in more than one-third of these collisions. Replacing the bridge could reduce the crash rate by as much as 75 percent (compared with doing nothing by 2030).

Pedestrians and bicyclists also face safety challenges. Narrow pathways on the bridge make passing difficult and people are exposed to flying debris from vehicle traffic. Inadequate lighting makes routes more challenging to navigate in the early morning or after sunset.

Bridge Lifts

Congestion and outdated design aren't the only problems. When the lift span rises on the Interstate Bridge, collision rates climb too. Motorists traveling southbound in Vancouver are four times more likely to be in a crash, and northbound motorists in Portland are three times more likely to have a collision as traffic unexpectedly comes to a stop. The replacement bridge will eliminate bridge lifts and related safety and congestion problems.

Rising Congestion

As the region's population continues to grow, so will the traffic—and with more cars, there will be more opportunities for collisions. Approximately 135,000 vehicles use the Interstate Bridge daily. By 2030, this number will grow to 184,000 if no action is taken. Right now, crashes are more than twice as likely to occur during peak traffic hours. Based on an analysis of traffic predictions, collision rates could double if no action is taken.

Solving the Problems

The CRC project includes a range of safety and design improvement projects. Here are a few examples:

- Replace the existing bridge with new structures that do not have lift spans and include safety shoulders for stalled vehicles and incident responders
- Adjust the highway grade so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Increase the length of on-ramps to make it easier for drivers to merge into traffic, and improve connections between interchanges
- Build a wider and safer path for pedestrians and bicyclists



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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

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