

Bridgeton

NEIGHBORHOOD ASSOCIATION

DATE: June 30, 2008

TO: Mayor Tom Potter
 City Commissioner Sam Adams
 City Commissioner Nick Fish
 City Commissioner Randy Leonard
 City Commissioner Dan Saltzman
 PDC Chair Rosenbaum
 PDC Commissioner Ferran
 PDC Commissioner Kadri
 PDC Commissioner Mohlis
 PDC Commissioner Wilhoit
 Columbia River Task Force
 Portland Planning Commission

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JUN 30 2008

Columbia River Crossing

COPY: Bruce Warner, PDC Executive Director

FROM: Bridgeton Neighborhood Association, Leslie Sawyer, Chair

SUBJECT: Columbia River Crossing – Recommendations for the Locally Preferred Alternative

N-013-001

The Bridgeton Neighborhood Association represents the people who work and live in the area north of Marine Drive to the middle of the North Portland Harbor from I-5 on the west to the Portland Yacht Club on the east. We have a small, diverse population that will be extremely impacted by changes/non-changes to the I-5 Bridge. Our community is growing and so is the frustration with limited access to I-5 during rush hours. Cars waiting to enter I-5 north off of Martin Luther King Blvd backup blocking the Gantenbein entrance to Marine Drive. Our closest stores are on Hayden Island yet one of the options would not allow a direct route to the island.

N-013-002

We have invited CRC Task Force members to make many presentations about the project. At the conclusion of our June 18th meeting with CRC representatives, a majority of BNA members present voted to recommend Alternative 3: Replacement crossing with light rail as our preferred alternative.

The following is a more complete list of the Bridgeton Neighborhood Association recommendations on the Draft EIS for the Columbia River Crossing:

N-013-003

1. Support the construction of a replacement bridge with light rail transit – Alternative 3 in the Draft EIS. -The BNA is supportive of efforts to identify the appropriate number of auxiliary lanes in the project area and thereby minimizing the footprint and associated impacts of the project on residents, businesses, and environmental and historic resources while building with green building practices.



N-013-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. By reducing congestion on I-5 and improving travel time reliability on the highway, the CRC project will improve Bridgeton's access to I-5 during rush hours.

Additionally, the highway design associated with the LPA essentially provides an arterial-like crossing over the North Portland Harbor by providing a separate bridge structure, adjacent to the mainline, for travel lanes that connect Hayden Island and Marine Drive.

N-013-002

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and

- N-013-004** | 2. Support the construction of auxiliary lanes connecting Hayden Island to Portland without accessing the main span of I-5 and allowing a direct link to/from Bridgeton via MLK.
- N-013-005** | 3. Support light rail transit aligned along the west side of I-5 locating the light rail station adjacent to or over the intersection with Tomahawk Island Drive.
- N-013-006** | 4. Support high quality architectural design and construction for the bridge and the light rail station.
- N-013-007** | 5. Support world class bicycle and pedestrian facilities connecting Hayden Island with Portland and Vancouver including direct connections to an improved Bridgeton Trail. As part of the CRC construction funding should be arranged for the completion of the Bridgeton Trail. The Bridgeton Trail is a part of the 40 mile bike trail for Portland and the new raised bridge would be a great opportunity to add a much needed link along the top of the levee.
- N-013-008** | 6. Support the development of active use spaces under I-5 and its ramps that are accessible for recreation, walking, boating and other community uses in a manner that is hospitable to the community.
- N-013-009** | 7. Require a workable access to Martin Luther King Blvd south of the entrance onto I-5 for this growing community and all of it's neighbors in places like East Columbia. Several options were discussed at our meeting, but none appeared to be a really good fix for the neighbors and the associated truck traffic.
- N-013-010** | 8. Support the development of land and better local street connections to the Bridgeton and Kenton neighborhoods with a revised Marine Drive interchange. BNA supports further study of design alternatives for this interchange while maintaining the importance of the interchange as the highest volume freight corridor in the state of Oregon and avoiding impacts to the Expo as a regional trade and event center. I will attach five diagrams to the copy going to the CRC group that illustrate the issues and a possible solution. If anyone else would like a copy please contact Leslie Sawyer at 503-314-2137.
- N-013-011** | 9. Many concerns about tolling have been expressed by the BNA. We recommend that if the Interstate Bridge is tolled that further consideration of a fair and equitable rate structure be examined. We also recommend that if I-5 is tolled, that tolls also be placed on I-205 to avoid congesting this parallel corridor.
- N-013-012** | 10. Strongly recommends that the agencies responsible for bidding and constructing this project hire and promote the use of local, certified MWESB contractors and include opportunities for apprenticeships for the local workforce.
- N-013-013** | 11. BNA urges the creation of a Local Oversight Committee to work with the CRC project to finalize the design, financing, and contracting approach for the project. We also recommend that local decision makers, and the community, have an opportunity to weigh in again on the project as the many important details are finalized.

Thank you for the opportunity to comment. We look forward to hearing how many of the issues raised in this letter are resolved.

Respectfully submitted,
By Leslie Sawyer, Chair
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- N-013-014** | Attached please find copies of diagrams showing the south bound issues getting to the Kenton neighborhood.

pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

N-013-003

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

N-013-004

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to



inform decision making.

For more information on the design of interchanges see FEIS Chapter 2 (Section 2.2).

N-013-005

Please see response to comment N-013-002.

N-013-006

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

N-013-007

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

Diagram 2

New Travel Route South Bound Using Only I-5

Bridgeton and East Columbia Neighborhoods route to the nearest Port Office and new Library

new CRC Marine Drive North Alignment.

Cannot exit at Delta Park due to braided ramps

Post Office

New Library

Requires travel to Rosa Park Way Intersection then back up to post office via Interstate Avenue.

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

N-013-008

As described in the DEIS, there will be new recreational facilities provided as part of the CRC project. These facilities include new bicycle and pedestrian pathways that extend over the river connecting in with existing and planned pathways and improved east-west connections throughout the project area, as well as the Community Connector over I-5 that will provide a location for passive recreational uses. Additionally, both the City of Portland and City of Vancouver may have opportunities to develop areas vacated following construction of the project into park and recreational facilities. A more detailed description of these connections and potential facilities can be found in Chapter 3 (Section 3.7) and Chapter 5 of the FEIS.

Diagram 3

**New Travel Route
South Bound
Using Hayden
Meadows
Marine Drive
North Alignment**

Bridgeton and East Columbia
Neighborhoods route to the
nearest Port Office and new
Library

along CRC Marine Drive
North Alignment.

Post Office ● New Library

N-013-009

Thank you for your comment. The interchange and exit/entrance to/from Martin Luther King Blvd will be significantly redesigned and built to improve traffic movements for vehicle and truck traffic. For more information please see Chapter 2 (Section 2.2) of the FEIS.

N-013-010

The Marine Drive interchange will get a complete redesign from the CRC project in order to improve all traffic movements. For more information, please see Chapter 2 (Section 2.2) of the FEIS.

N-013-011

The details of the tolling system are yet to be determined. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. Regarding I-205, traffic modeling indicates that tolling I-5 only would divert some traffic to I-205. However, under existing and No-build conditions, trips already, and would continue to, divert to I-205 because of the unreliability and congestion in the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift back to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. Thus the net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project as without it. Chapter 3 (Section 3.1) of the DEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

N-013-012

Both ODOT and WSDOT are committed to assisting qualified minority and women-owned businesses to obtain design or construction related contracts for the Columbia River Crossing Project. While local contractors are welcome to apply, Federal contracts cannot dictate the

Diagram 4

New Travel Route South Bound Using Force Ave Marine Drive North Alignment

Bridgeton and East Columbia
Neighborhoods route to the
nearest Port Office and new
Library

along new CRC Marine Drive
North Alignment.

Post Office ● New Library

use of local contractors. The construction phase for this project is anticipated to begin not earlier than 2013. Firms seeking to assist the CRC project in this next phase of work should first make sure that they are registered as a state certified contractor in either Washington or Oregon or both. Both ODOT and WSDOT have information on their websites about this process. Firms are also encouraged to contact the agencies directly to obtain certification and make sure they have all relevant information. Firms should stay current with project developments by signing up for e-Updates via the CRC website.

N-013-013

Following the close of the 60-day DEIS comment period and the selection of an LPA, a 10-member governor-appointed panel was formed to advise the Oregon and Washington DOT on project development for the CRC project. The Project Sponsors Council (PSC) was charged with advising the project on completion of the FEIS, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan, as well as they number of lanes on the bridge. The PSC made recommendations after considering technical information, receiving input from relevant advisory groups and reviewing public comments. See Chapter 2 (Section 2.7) of the FEIS for details on the PSC's recommendations and Chapter 6 and Appendix B of the FEIS for a description of public involvement activities that occurred after the DEIS was published.

N-013-014

Thank you for the diagrams. They have been reviewed by CRC project staff to assist in development of the interchange designs.

Diagram 5

**New Travel Route
South Bound
Using Local Streets
Marine Drive
South Alignment**

Bridgeton and East Columbia
Neighborhoods route to the
nearest Port Office and new
Library

along new CRC Marine Drive
South Alignment.

