

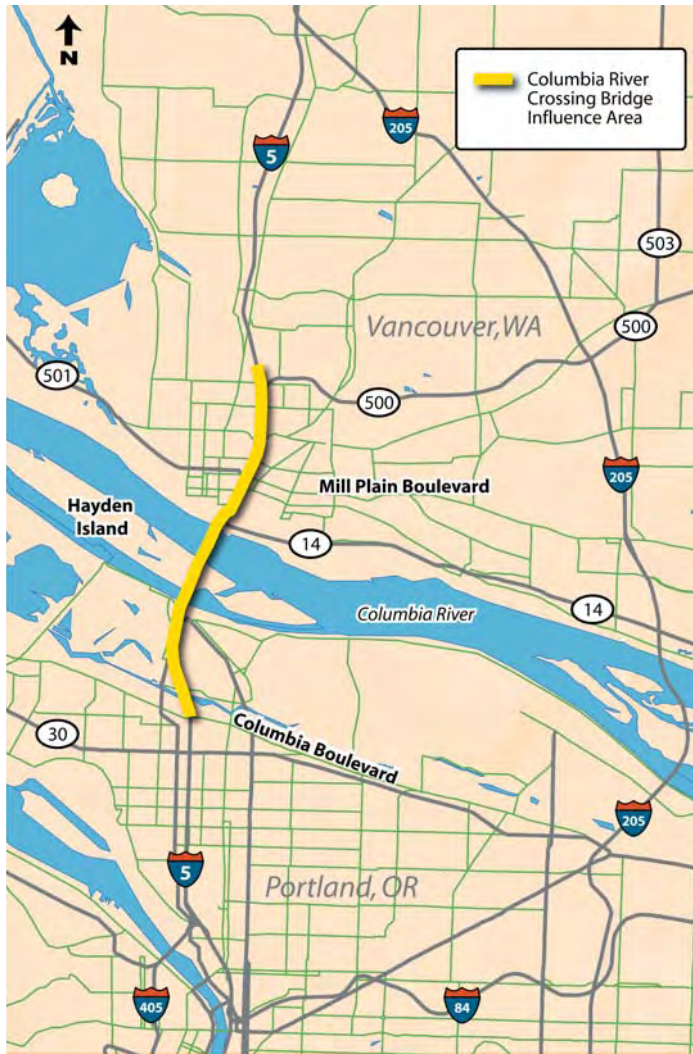
Tell us what **you** think about



I-5 CONGESTION



Help us find a solution



What's the PROBLEM?

Columbia River
CROSSING

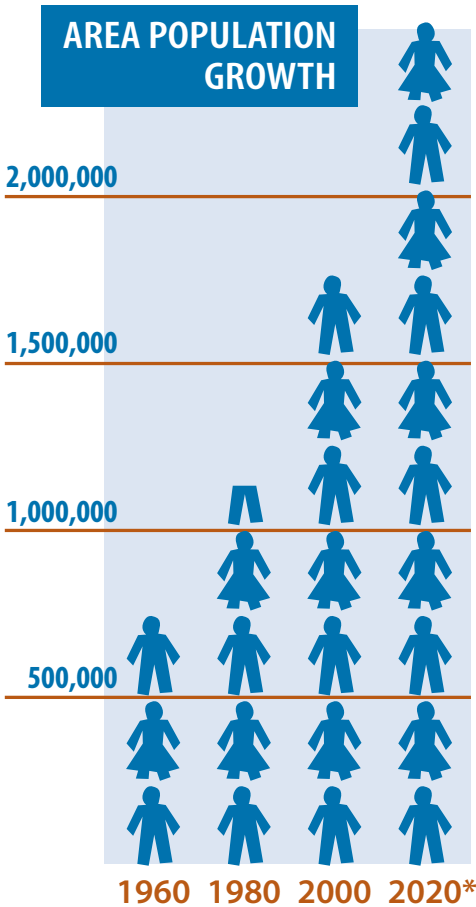
THERE ARE TOO MANY CARS, NOT ENOUGH ROOM

The result:

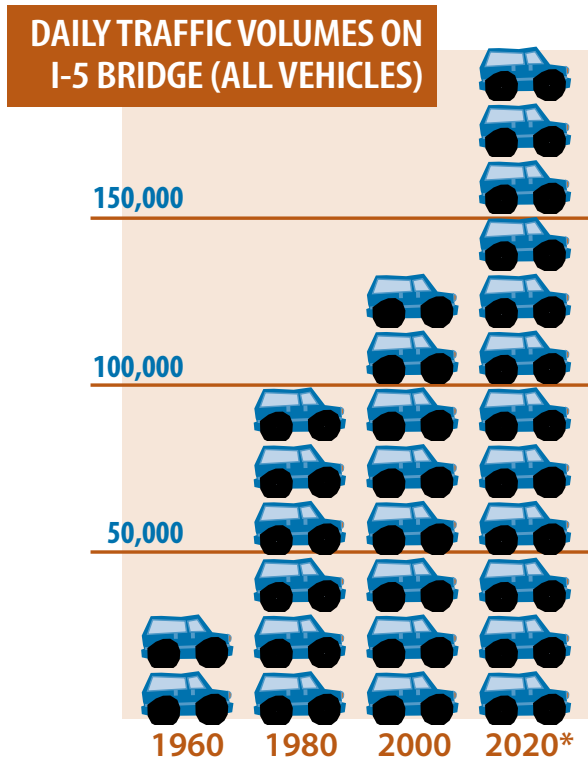
- Delays during peak travel (commute times)
- Constricts movement of goods and services
- Reduces access to jobs, shopping, and recreation



CONGESTION WILL GET WORSE AS THE REGION GROWS



SOURCE: Metro



SOURCE: Metro

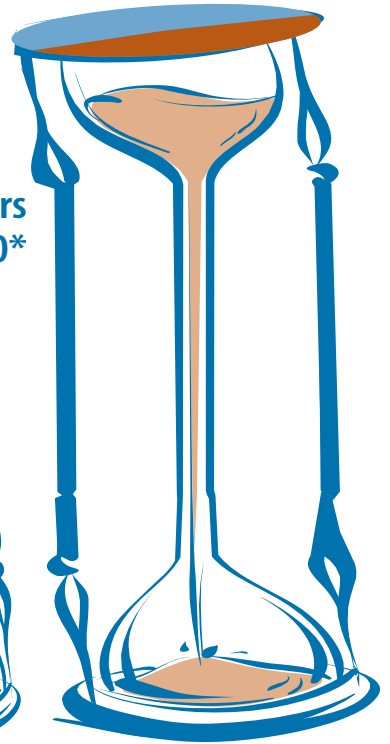
* Anticipated



PEAK PERIOD CONGESTION WILL GET MUCH WORSE

EVENING RUSH HOUR CONGESTION

5.5 hours
2020*

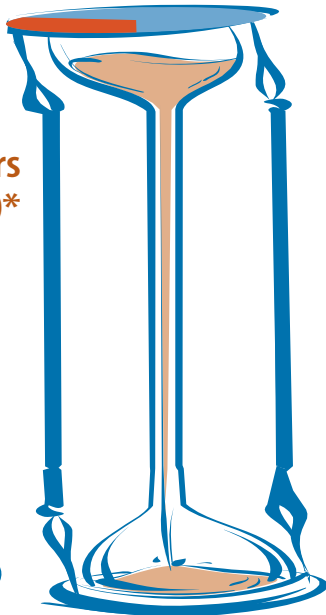


2 hours
2000

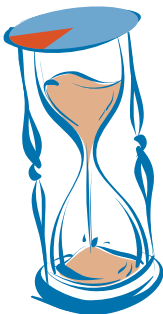


MORNING RUSH HOUR CONGESTION

4 hours
2020*



2 hours
2000



* Anticipated



CONGESTION CONSTRICTS REGIONAL, INTERSTATE, AND INTERNATIONAL FREIGHT MOVEMENT

- I-5 is a vital trade route—it is the only continuous north/south interstate on the West Coast that connects Canada, the U.S., and Mexico
- The Interstate Bridge is one of the most congested portions of the I-5 corridor



CONGESTION DECREASES TRANSIT SPEED AND RELIABILITY



CONGESTION LIMITS FREIGHT ACCESS AND MOVEMENT

- Congestion means delay in delivery time
- Time is money to businesses—this cost is passed on to you, the consumer
- Truck volumes are expected to more than double by 2030



I-5 congestion contributes to higher consumer prices



Port of Portland Terminal 6



EXISTING BRIDGE DISCOURAGES BICYCLE AND PEDESTRIAN USE

Pathway is:

- Narrow
- Noisy
- Difficult to access and connect with other paths



I-5 BRIDGE IS VULNERABLE TO FAILURE IN AN EARTHQUAKE

- The I-5 bridge cannot be upgraded to meet current seismic standards
- If the I-5 lifeline were to be broken, our quality of life and economic vitality would be severely impacted



The original span, constructed in 1917, now carries northbound traffic
PROBLEM9.10.05 Oregon Historical Society, OH1 11768



A second span, added in 1958, now carries southbound traffic



TRAFFIC SAFETY IS A PROBLEM

Project area crash rates are up to 2.5 times greater than statewide averages for comparable urban freeways in Washington and Oregon*

Reasons:

- Congestion
- Closely spaced interchanges
- Vehicles do not have enough room to maneuver on and off roadways
- Poor visibility due to grade changes on bridge spans
- Narrow shoulders (only 1 foot in some areas)



A semi-truck loses its load, blocking all lanes

PROBLEM10.10.05

*Source: ODOT and WSDOT



PROJECT AREA CRASHES

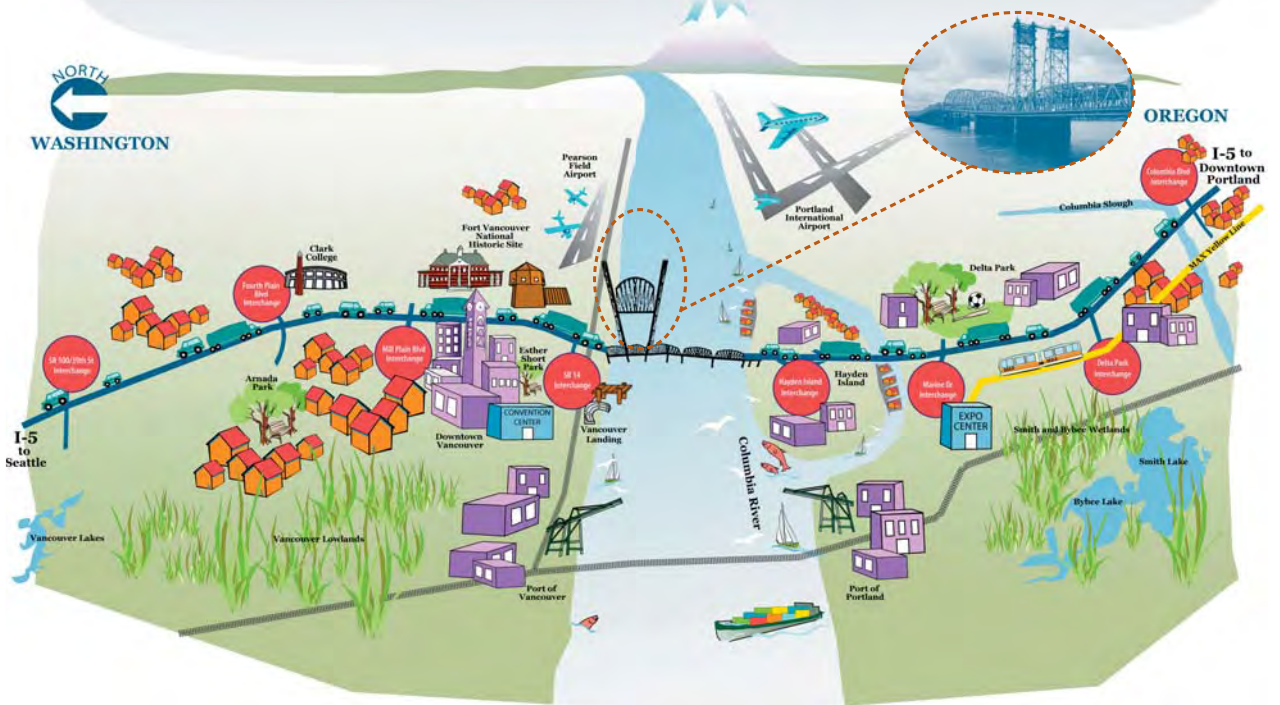
- Over 2,000 reported crashes in the last 5 years on I-5 between SR 500 and Columbia Boulevard
- Crash rates along this 5-mile segment are 2.5 times higher than rates on comparable urban highways in Washington and Oregon
- Crash evaluations show that congestion, closely spaced interchanges and ramps, short weaving areas, and narrow shoulders contribute to the crashes
- Congestion and tight ramp spacing at and near the I-5 bridge results in a high number of crashes for vehicles approaching the bridge
- Most crashes involved rear-end collisions and side-swipes
- Over 1/3 of the crashes involved injuries or fatalities





How Will We Find a SOLUTION?

Columbia River CROSSING



A COLLECTIVE EFFORT

- The major transportation agencies in the bi-state region have joined together to lead development of an improved I-5 crossing.
 - These agencies will work with you to evaluate solutions through a process known as an “Environmental Impact Statement,” or EIS.
 - Making a decision will involve creating alternatives that address freight, highway, high capacity transit, bicycle, and pedestrian users’ needs. Alternatives will be analyzed, compared, and narrowed until the best solutions are identified.
 - The EIS process will take about 3 years.
-



MAKING A DECISION

- **There are five major decision points between now and the end of 2007**
 - **Reaching each milestone will involve public input**
 - **Using this approach, we will develop a “context sensitive solution” that is:**
 - **Safe**
 - **Financially feasible**
 - **Responsive to community values**
 - **Sensitive to natural and community resources**
-



WHAT IS AN "EIS"?

(ENVIRONMENTAL IMPACT STATEMENT)

Every project that receives federal funds must follow a step-by-step EIS process to ensure all reasonable options are thoroughly considered. This involves systematic, technical analysis, and public discussion of options and their potential effects.

The project will consider:

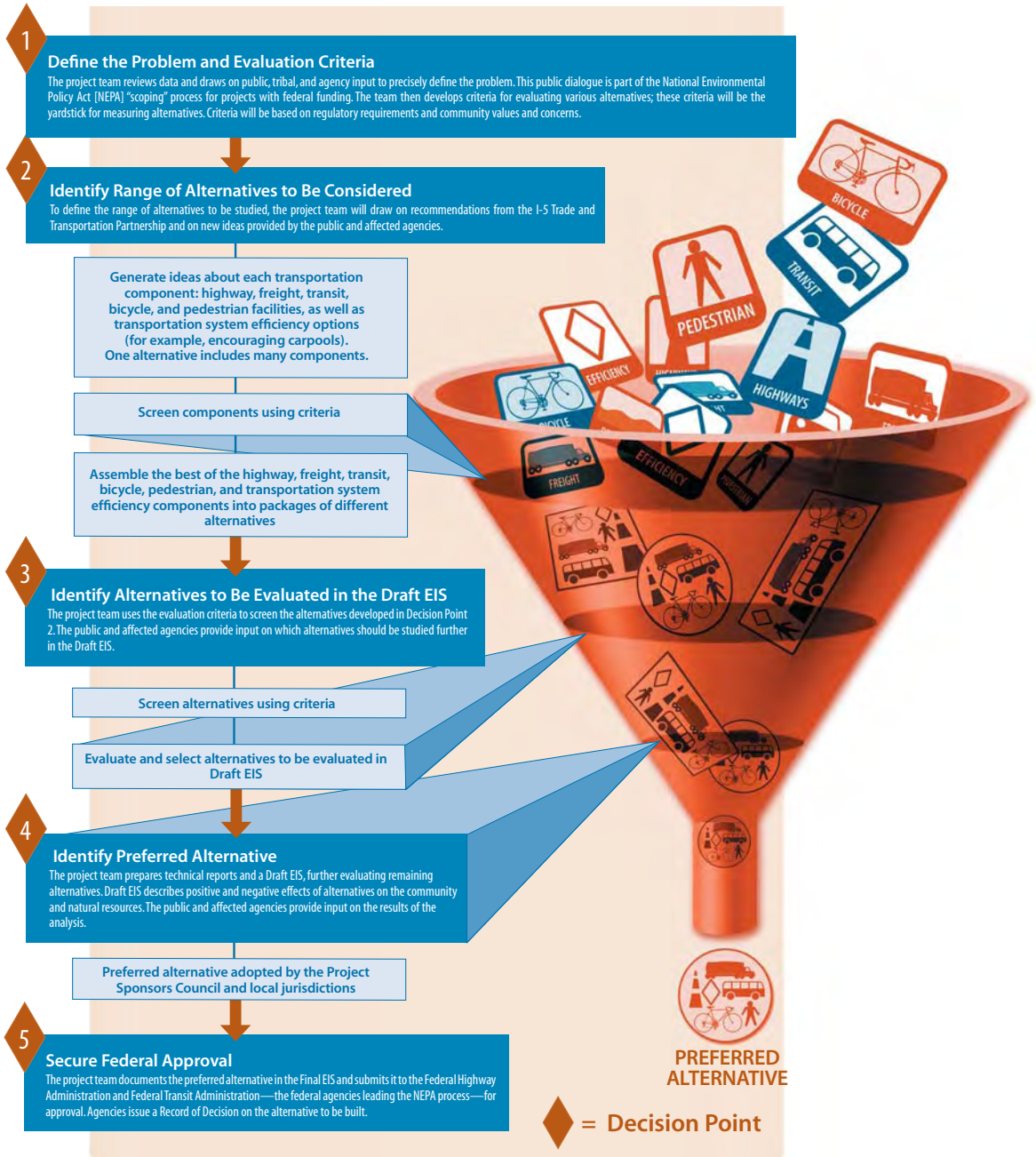
- Potential transportation solutions based on how well each option addresses the problems in the project area
- Short- and long-term effects of each option (from construction through operation) on natural and community resources.

The analysis includes:

- Traffic and transportation
- Community
- Cultural and historic resources
- Visual resources
- Air quality
- Noise
- Land use
- Environmental justice
- Water quality
- Fish, wildlife, and vegetation
- Geology and soils

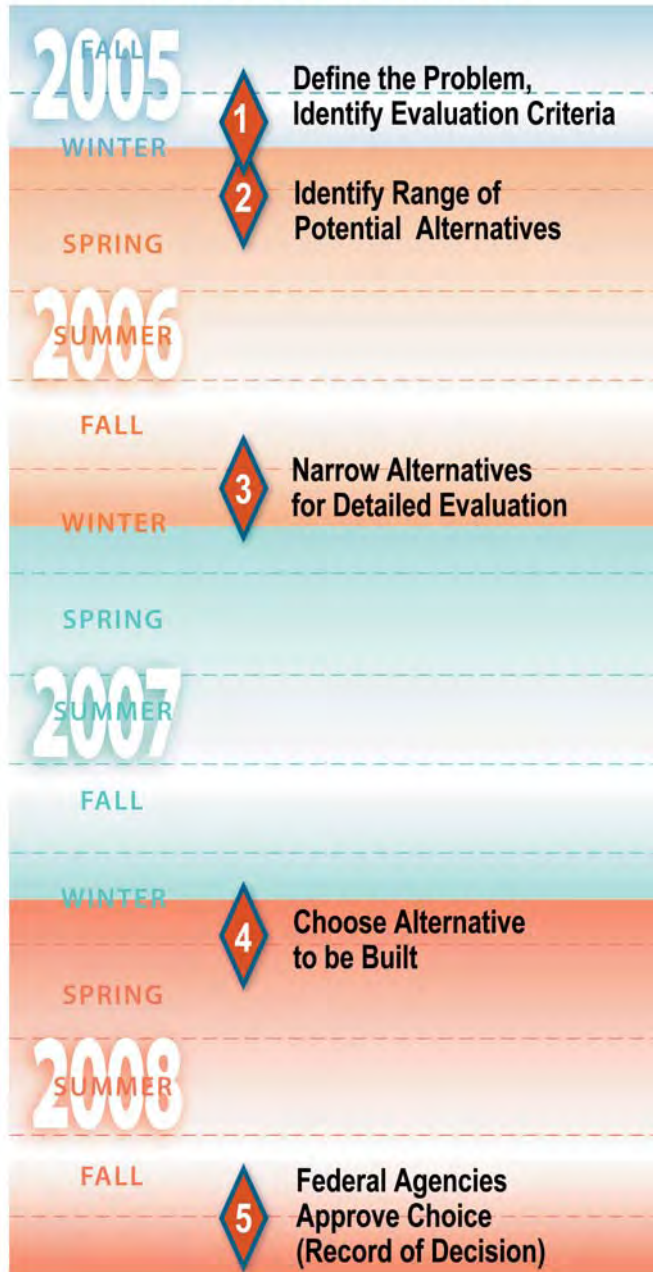


PUBLIC INPUT HELPS NARROW THE RANGE OF SOLUTIONS



PROJECT SCHEDULE

MAJOR DECISION POINTS



WHO IS INVOLVED?

A project of this size and complexity must, of necessity, bring together many stakeholder groups with a wide range of interests. Each of these groups has a unique role to play in the decision-making process. Some provide the technical data needed to compare alternatives while others help compare and choose the alternatives.

Project Development Team

Responsible for day-to-day project management. Working groups will assist the team with specific issues such as freight, public involvement, and financing issues.

Regional Partners

Advises Project Development Team and assists with project development. Includes major public agencies with transportation jurisdiction within the project area:

- Oregon Departments of Transportation (ODOT)
- Washington Department of Transportation (WSDOT)
- Metro
- Southwest Washington Regional Transportation Council (RTC)
- TriMet
- C-TRAN
- City of Portland
- City of Vancouver
- Federal Highway Administration (non-voting)
- Federal Transit Agency (non-voting)

Task Force

39-member group of representatives from a broad cross section of the Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, and freight, commuter, and environmental groups. Provides recommendations to the Project Sponsors Council.

Project Sponsors Council

Makes decisions at each decision point based on recommendations from the Task Force, public input, and advice from Project Development Team:

- WSDOT
- ODOT
- RTC
- Metro
- C-TRAN
- TriMet
- City of Vancouver
- City of Portland
- Clark County
- Multnomah County
- Port of Vancouver
- Port of Portland

Bi-State Permitting and Regulatory Group

Coordinates and streamlines regulatory reviews and permitting. The group includes federal, state, and local agencies responsible for protecting air, water, wildlife, and cultural resources.

Federal Highway Administration and Federal Transit Administration

Co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. Will sign the Environmental Impact Statement and Record of Decision.



GET INVOLVED

WHAT IS IMPORTANT TO YOU?

**What are the issues and concerns
to consider when addressing the
problems in the bridge area?**

*Use a Marker to Record
Your Concerns*



EVALUATION CRITERIA

- Evaluation criteria will be used as a “yardstick” to measure the effectiveness of alternatives
 - Your ideas about what criteria to use will be considered by the Task Force and the Project Sponsors Council
 - Please read the list of ideas for criteria
 - Tell us if we’ve missed issues of importance to you
 - Suggest changes
-



MEASURING EFFECTIVENESS

These are early ideas for evaluation criteria from I-5 Partnership Task Force and Columbia River Crossing Task Force discussions. Let us know what we've missed or how they could be improved.

Community Livability

- Avoid or minimize residential and business displacements
- Avoid or minimize impacts on neighborhood cohesion and quality
- Avoid or minimize impacts on historic, cultural, and public park and recreation resources

Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency

- Improve travel times on I-5 for passenger vehicles, trucks, and transit
- Reduce delay for passenger vehicles, trucks, and transit along I-5
- Reduce the number of hours of daily highway congestion on I-5
- Modal choice
- Promote transportation choices
- Improve service to target transit markets

Safety

- Enhance vehicle/freight safety
- Maintain bicycle/pedestrian safety
- Maintain marine safety
- Enhance aviation safety
- Provide sustained lifeline connectivity



MEASURING EFFECTIVENESS

(continued)

Regional Economy/Freight Mobility

- Improve travel time between key freight generators and destinations
- Maintain or enhance marine navigation and efficiency

Stewardship of Natural and Human Resources

- Avoid or minimize air quality impacts
- Avoid or minimize noise impacts
- Avoid or minimize impacts on fish, wildlife, and protected plant species
- Avoid or minimize impacts on wetlands
- Avoid or minimize impacts on water quality

Distribution of Impacts and Benefits

- Avoid or minimize disproportionate adverse impacts to low income and minority populations
- Provide for equitable distribution of benefits
- Avoid or minimize disproportionate adverse impacts from construction activities

Cost Effectiveness and Financial Resources

- Ensure cost effectiveness
 - Ensure a reliable funding plan for the project
 - Bi-state cooperation
 - Support adopted growth management plans in both states
 - Support balanced job growth
-



DRAFT STATEMENT OF PURPOSE AND NEED OCTOBER 2005

The purpose of the proposed action is to address present and future travel demand and mobility needs in the Interstate 5 Columbia River crossing Bridge Influence Area (BIA), extending from approximately Columbia Boulevard in the south to SR 500 in the north. The action is intended to: a) address travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve public transportation connectivity, reliability, operations, and modal alternatives in the BIA; c) address highway freight mobility and interstate travel and commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity. The specific needs to be addressed by the proposed action include:

- **Growing Travel Demand and Congestion:** Existing travel demand exceeds capacity in the I-5 Columbia River crossing and associated interchanges. This corridor experiences heavy congestion and delay lasting 2 to 5 hours during the morning and afternoon peak travel periods and when traffic accidents, vehicle breakdowns, or bridge-lifts occur. Due to excess travel demand and congestion in the I-5 bridge corridor, many trips take the longer, alternative I-205 route across the river. Spillover traffic from I-5 onto parallel arterials such as Martin Luther King Blvd. and Interstate Avenue increases local congestion. The two crossings currently carry over 260,000 trips across the Columbia River daily. Daily traffic demand over the I-5 crossing is projected to increase by 40 percent during the next 20 years, with stop-and-go conditions increasing to at least 10 to 12 hours each day if no improvements are made.
 - **Impaired Freight Movement:** I-5 is part of the National Truck Network, and the most important freight freeway on the West Coast linking international, national and regional markets in Canada, Washington, Oregon, California, Mexico and the Pacific Rim. In the center of the project area, I-5 intersects with the Columbia River's deep water shipping and barging as well as two river-level, transcontinental rail lines. The I-5 crossing provides direct and important highway connection to the Port of Vancouver and Port of Portland facilities located on the Columbia River. Vehicle-hours of delay on truck routes are projected to increase by more than 90 percent over the next 20 years. Growing demand and congestion will result in increasing delay, costs and uncertainty for all businesses that rely on this corridor for freight movement.
 - **Limited Public Transportation Operation, Connectivity and Reliability in the Bridge Influence Area:** Due to limited public transportation options, a number of transportation markets are not well served. The key transit markets include trips between the Portland Central City and Clark County, trips between North/Northeast Portland and Clark County, and trips connecting Clark County and the regional transit system in Oregon. Current congestion in the corridor adversely impacts public transportation travel speed and service reliability. Travel times for buses using general purpose lanes on I-5 in the bridge influence area are expected to increase substantially by 2020.
 - **Safety and Vulnerability to Incidents:** The I-5 river crossing and its approach-sections experience crash rates nearly 2.5 times higher than statewide averages for comparable facilities. Incident evaluations generally attribute these crashes to traffic congestion and weaving movements associated with closely spaced interchanges. Without breakdown lanes or shoulders, even minor traffic accidents or stalls cause severe delay or more serious accidents.
 - **Substandard Bicycle and Pedestrian Facilities:** The bike/pedestrian lanes on the I-5 Columbia River bridges are 6 to 8 feet wide, narrower than the 10-foot standard, and are located extremely close to traffic lanes thus impacting safety for pedestrians and bicyclists. Direct pedestrian and bicycle connections from local streets to the bridges in the I-5 crossing area are poor.
 - **Compliance with Local and Regional Transportation Plans:** The Southwest Washington Regional Transportation Council's Metropolitan Transportation Plan and Portland Metro's Regional Transportation Plan both identify improving highway and transit capacity in the I-5 Columbia River crossing as a high priority. These transportation plans are critical elements to achieving planned growth and economic development objectives for Clark County, Washington and the Portland, Oregon Metropolitan Area.
 - **Seismic Vulnerability:** The existing I-5 bridges are located in a seismically active zone. They do not meet current seismic standards and are vulnerable to failure in an earthquake.
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Columbia River CROSSING



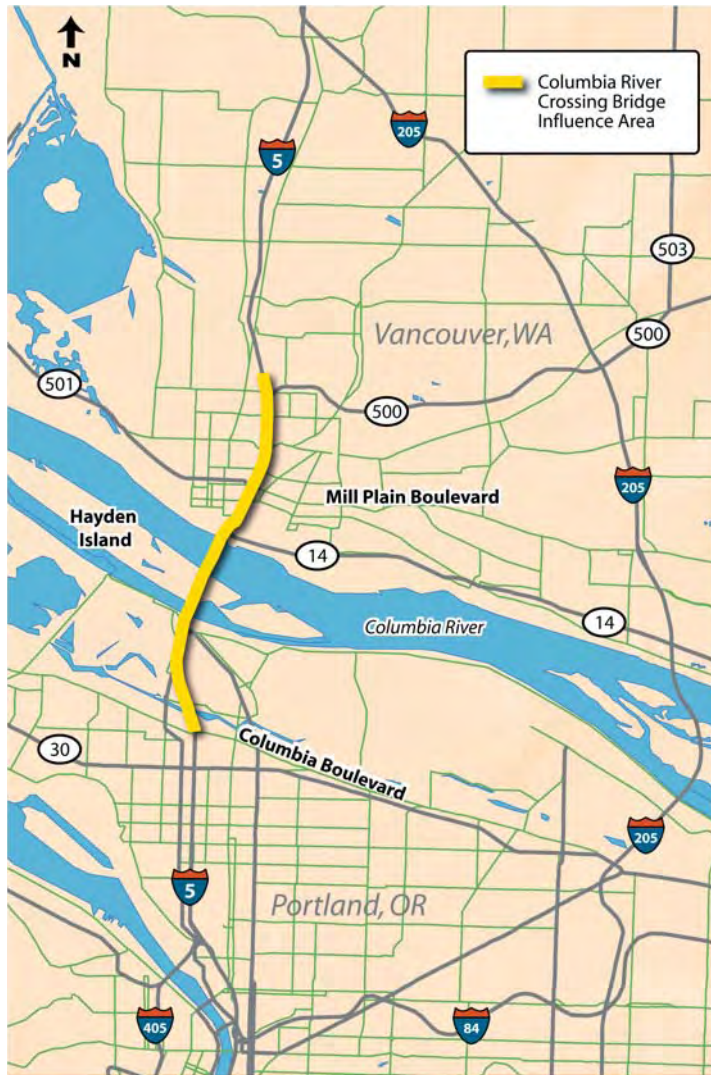
Bridge and Project BACKGROUND

PROJECT BACKGROUND

- In 2002, the Portland/Vancouver I-5 Partnership Task Force Strategic Plan recommended improvements to the I-5 corridor between I-84 in Portland and I-205 in Clark County
 - These recommendations, adopted by local jurisdictions in both states, called for adding highway and transit capacity across the Columbia River
 - The Columbia River Crossing project is a major move in this direction
-



PROJECT AREA FACTS



- 5 mile-long Bridge Influence Area includes the I-5 bridge (yellow stripe)
- Connects travelers to 3 state highways and 5 major roadways
- Shoehorned between dense commercial and residential development, parks, wetlands, historic sites, and commercial properties



I-5 BRIDGE FACTS

- The I-5 bridge is actually 2 side-by-side bridges, each with 3 lanes
- The northbound bridge was built in 1917 for \$1.75 million. It was funded with nickel tolls until 1929
- The southbound bridge was built in 1958 for \$14.5 million. Funding was again paid by tolls ranging from 20¢ to 60¢ until 1966
- Currently, **125,000** vehicles cross the bridge daily

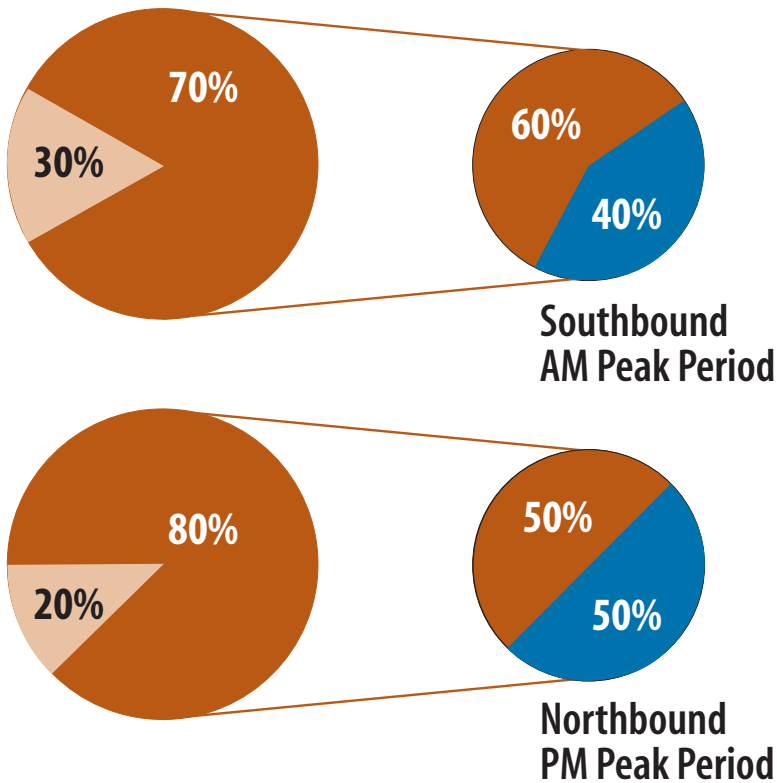


Oregon Historical Society, OH# 11768



FUNCTION & ROLE OF THE I-5 BRIDGE INFLUENCE AREA

2020 Through Trips vs. Bridge Influence Area Trips



Through Trips Enters or Exits I-5 within the BIA Enters and Exits I-5 within the BIA



I-5 COLUMBIA RIVER BRIDGE TRAFFIC

