



**Columbia River Crossing
Community and Environmental Justice Group
Project Orientation Meeting**

August 19, 2006
9:00 a.m.-1:00 p.m.
Kenton Firehouse
2209 N. Schofield Street
Portland, OR 97217

Agenda

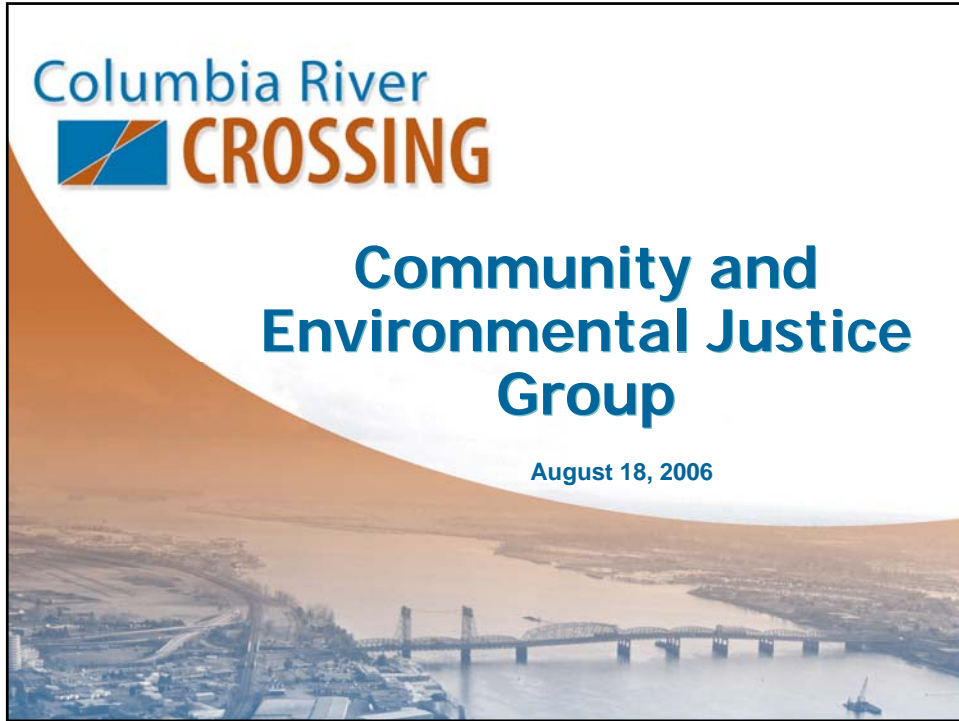
Meeting Objectives:

- Understand transit, highway alignments and safety issues related to the project
- Understand the public involvement plan and provide input
- Ask questions and deepen understanding of the project
- Identify and record neighborhood and EJ issues
- Feel informed about the history and components of the project

| | |
|---|------------|
| Continental Breakfast | 8:30 a.m. |
| I. Welcome | 9:00 a.m. |
| II. Review Meeting Purpose and Agenda | 9:10 a.m. |
| III. CEJG Operational Guidelines Discussion Continued | 9:15 a.m. |
| IV. Project Specifics- Transit | 9:30 a.m. |
| V. Project Specifics- Safety | 9:50 a.m. |
| VI. Project Specifics- Preliminary Packages | 10:10 a.m. |
| VII. Project Specifics- Highway Alignments | 10:30 a.m. |
| Break | 11:00 a.m. |
| VIII. EJ & Neighborhoods Concerns & Issues | 11:15 a.m. |
| IX. Public Involvement | 11:35 a.m. |
| X. Action Items & Next Steps | 12:30 p.m. |
| XI. Closing | 12:50 p.m. |
| XII. Depart | 1:00 p.m. |

Community and Environmental Justice Group

August 18, 2006



Project Specifics

- | | |
|------------------------------------|---------------|
| • Transit | 9:30 – 9:50 |
| • Safety | 9:50 – 10:10 |
| • Preliminary Alternative Packages | 10:10 – 10:30 |
| • Highway Alignments | 10:30 – 10:50 |
| • Break | 11:00 – 11:15 |



Transit

- Overview and Key Issues (staff)
- Small Group Discussion (entire group)
- EJ and Neighborhood Concerns / Issues (individually)
- Q & A (entire group)



Existing Transit Services

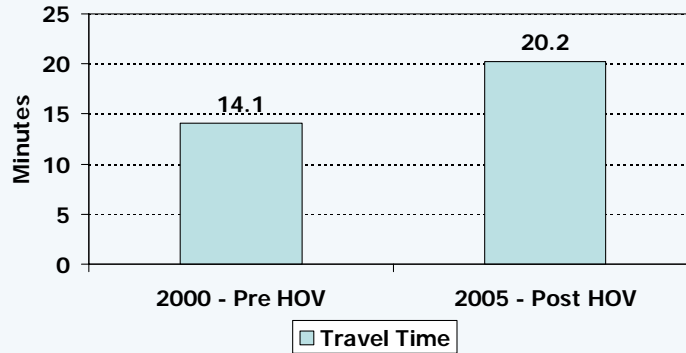
- One local bus route serving Portland and Vancouver downtowns (TriMet #6)
- Five commuter express routes serving Clark County and downtown Portland (105, 114, 134, 157, 190)
- Interstate MAX to Expo
- Average daily ridership across the I-5 bridge is 3,475 passengers (5.9% mode split in PM 4-hour peak)
- Transit services constrained by limited roadway capacity and congestion





Transit Travel Times are Increasing

C-TRAN Route #134 Travel Time: Salmon Creek
PNR to I-5 Bridge - Southbound 6AM-8AM

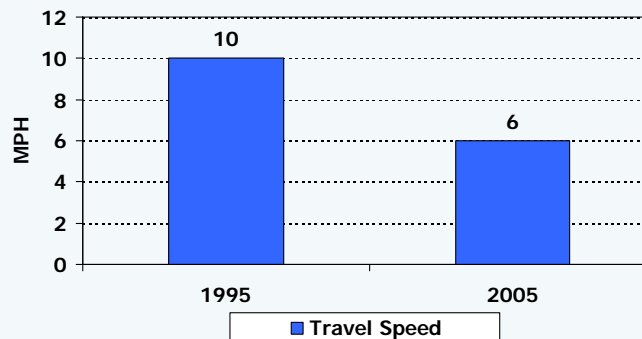


Source: Vancouver HOV Lane Pilot Project Final Evaluation Report, 2006



Transit Vehicle Speeds are Decreasing

TRI-MET Route #6 Average Travel Speeds During
the AM Peak Period - 7th Street TC to Hayden
Island

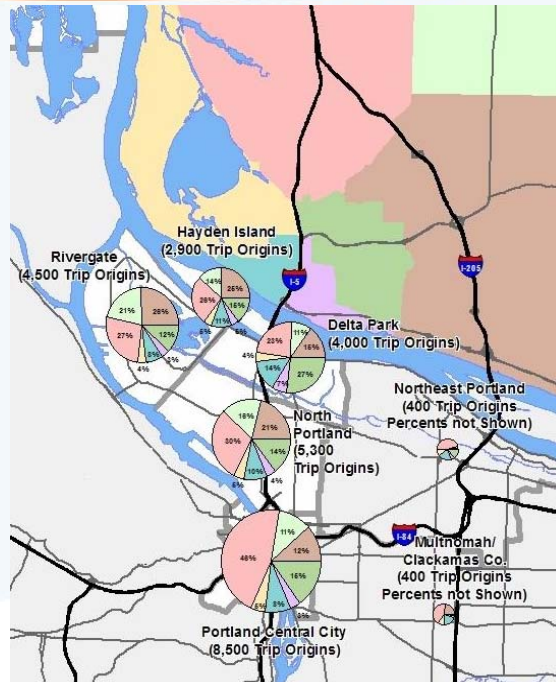


Source: TriMet Schedule and Performance Data, 2005



2020 Transit Market

- By 2020, over 80% of northbound person trips are concentrated in 5 districts
- Transit components serving multiple markets can attract greater ridership



Ideas Dismissed

- Transit
 - Streetcar
 - High-speed Rail
 - Ferry Service
 - Monorail System
 - Magnetic Levitation Railway
 - Commuter Rail in BNSF Trackage
 - Heavy Rail
 - Personal Rapid Transit
 - People Mover / Automated Guideway Transit (AGT)





Ideas Still Advancing

- Transit
 - Express Bus in General Purpose Lanes
 - Express Bus in Managed Lanes
 - Bus Rapid Transit - Lite
 - Bus Rapid Transit - Full
 - Light Rail Transit



Express Bus in I-5 General Purpose Lanes



- Point-to-point peak-period service
- Provides service from suburban Clark County to downtown Portland
- Relies solely on new capacity (more lanes) within the Bridge Influence Area to improve transit vehicle speed and increase reliability
- Express bus service could be doubled
- I-5 corridor park-and-ride spaces could increase to 2,600





Express Bus in I-5 Managed Lanes



- Point-to-point peak-period bus service
- Provides service from suburban Clark County to downtown Portland
- Relies on a new 17-mile managed lane system to improve transit vehicle speed and reliability
- 12 new transit-only queue jumps at I-5 interchanges
- Express bus service could be doubled
- I-5 corridor park-and-ride spaces could increase to 2,600



Bus Rapid Transit - Lite



- A new all-day, limited-stop bus rapid transit system
- Provides service from suburban Clark County to downtown Portland
- Includes special vehicles and upgraded "mini-stations"
- Relies on a combination of I-5 managed lanes and transit-only queue jumps to improve transit vehicle speed and reliability
- Headways at 5 minutes in the peak periods, 15 minutes off-peak
- I-5 corridor park-and-ride spaces could increase to 8,880





Bus Rapid Transit - Full



- A new all-day, limited-stop bus rapid transit system
- Provides service from Vancouver to downtown Portland, with shuttle connections to suburban Clark County
- Includes special vehicles and full LRT-like stations
- Relies on a new exclusive bus guideway to improve transit vehicle speed and reliability
- Headways at 5 minutes in the peak periods, 15 minutes off-peak
- I-5 corridor park-and-ride spaces could increase to 8,880



Light Rail Transit



- An extension of TriMet's Yellow Line to downtown Vancouver
- Provides service from Vancouver to downtown Portland, with shuttle connections to suburban Clark County
- Relies on a new exclusive rail guideway to improve transit vehicle speed and reliability
- Headways at 5 minutes in the peak periods, 15 minutes off-peak
- I-5 corridor park-and-ride spaces could increase to 8,880



Project Specifics

- Transit 9:30 – 9:50
- Safety 9:50 – 10:10
- Preliminary Alternative Packages 10:10 – 10:30
- Highway Alignments 10:30 – 10:50
- Break 11:00 – 11:15



Safety

- Overview and Key Issues (staff)
- Small Group Discussion (entire group)
- EJ and Neighborhood Concerns / Issues (individually)
- Q & A (entire group)



Safety

Crash rates are too high

Two times higher in the I-5 bridge area than statewide averages for comparable urban freeways in Washington and Oregon.

Why? **Congestion** and **outdated design**...

- closely spaced interchanges
- short weave and merge sections
- vertical grade changes on the bridge
- narrow shoulders



Crashes During Bridge Lifts and Traffic Stops

- 3 times more likely to have a northbound collision when a bridge lift or traffic stop occurs
- 4 times more likely to have a southbound collision when a bridge lift/traffic stop occurs than when it does not



Washington I-5 BIA Crash History (2000-2004)



Oregon I-5 BIA Crash History (2000-2004)



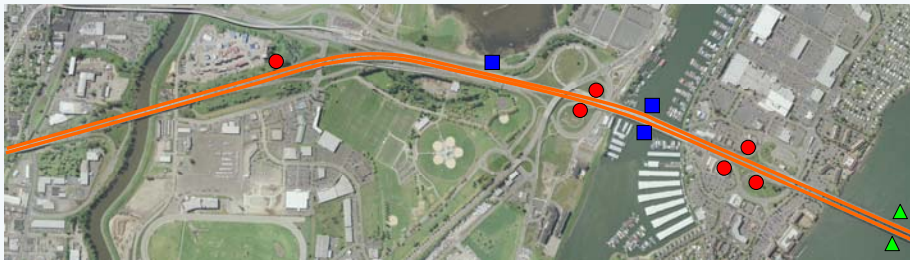
Non-Standard Design Features in Washington



- Ramp-to-highway acceleration lane length
Highway-to-ramp deceleration lane length
Ramp-to-ramp separation lengths
- ▲ Highway horizontal alignment
Highway vertical alignment
- Highway weaving area lane length
- Highway shoulder width



Non-Standard Design Features in Oregon



- Ramp-to-highway acceleration lane length
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Preliminary Alternative Packages

- Overview and Key Issues (staff)
- Small Group Discussion (entire group)
- EJ and Neighborhood Concerns / Issues (individually)
- Q & A (entire group)





Ideas Dismissed



- Any bridges with a movable lift span
- Tunnel to replace or supplement I-5
- High-level bridges
- New corridor crossing
- New corridor crossing plus widening existing I-5 bridges
- New western highway (I-605)
- New eastern crossing
- 33rd Avenue crossing
- I-205 improvements
- Arterial crossing without I-5 improvements
- Supplemental Bridge – Upstream – Midlevel
- Non-freeway multimodal crossing



Ideas Still Advancing



- Replacement Bridge Downstream Midlevel
- Replacement Bridge Upstream Midlevel
- Supplemental Bridge Downstream Midlevel
- Arterial Crossing with I-5 Improvements

Alternative Package #1
No Action

Alternative Package #2
TSM/TDM focus



Alternative Package #3

Transit Emphasis

Supplemental Bridge for Arterial Traffic with Light Rail



Alternative Packages #4-6

Balanced Transit / Highway Emphasis

Supplemental Bridge for I-5

Existing Bridge Used for Light Rail or Bus Rapid Transit



Pictured: Alternative #4



Alternative Package #7

Vehicle Capacity Emphasis

Supplemental Bridge for I-5 and Express Bus

Existing Bridge Used for Arterial Traffic



Alternative Packages #8-11

*Balanced
Transit / Highway
Emphasis*

Replacement Bridge
for I-5 with...

- #8 LRT, Express Bus
- #9 LRT
- #10 BRT
- #11 BRT Lite



LEGEND

- Existing Bridge (remove)
- Replacement Bridge
- Arterial Lanes
- Managed Lanes/Freight Lane
- New Potential Transit Alignments
- Safety and Capacity Improvements
- New Potential Park and Ride
- Existing/Potential Light Rail Station
- Reconfigured Interchange

Pictured: Alternative #8



Alternative Packages #12

*Vehicle Capacity
Emphasis*

Replacement Bridge
for I-5 with
Express Bus



LEGEND

- Existing Bridge (remove)
- Replacement Bridge
- Arterial Lanes
- Managed Lanes/Freight Lane
- Safety and Capacity Improvements
- New Potential Park and Ride
- Existing/Potential Transit Station
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Project Specifics

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Highway Alignments

- Overview and Key Issues (staff)
- Small Group Discussion (entire group)
- EJ and Neighborhood Concerns / Issues (individually)
- Q & A (entire group)

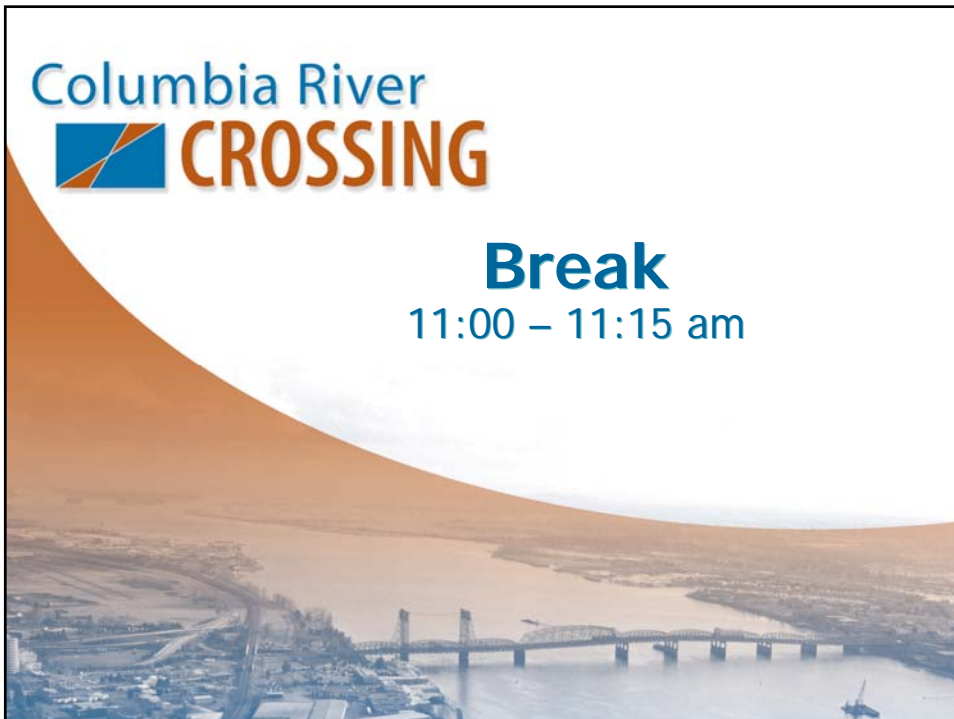


Highway Alignments

Please refer to...

- large aerial photo maps
- maps inside your booklet titled *Preliminary Alternative Packages*

Break
11:00 – 11:15 am

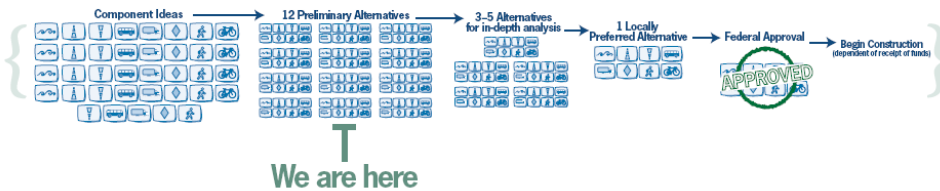


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Project Workflow

At each step, project staff studies various ideas related to: a river crossing, roadways north and south, transit, freight, transportation demand management and transportation system management, and bicycle and pedestrian access.

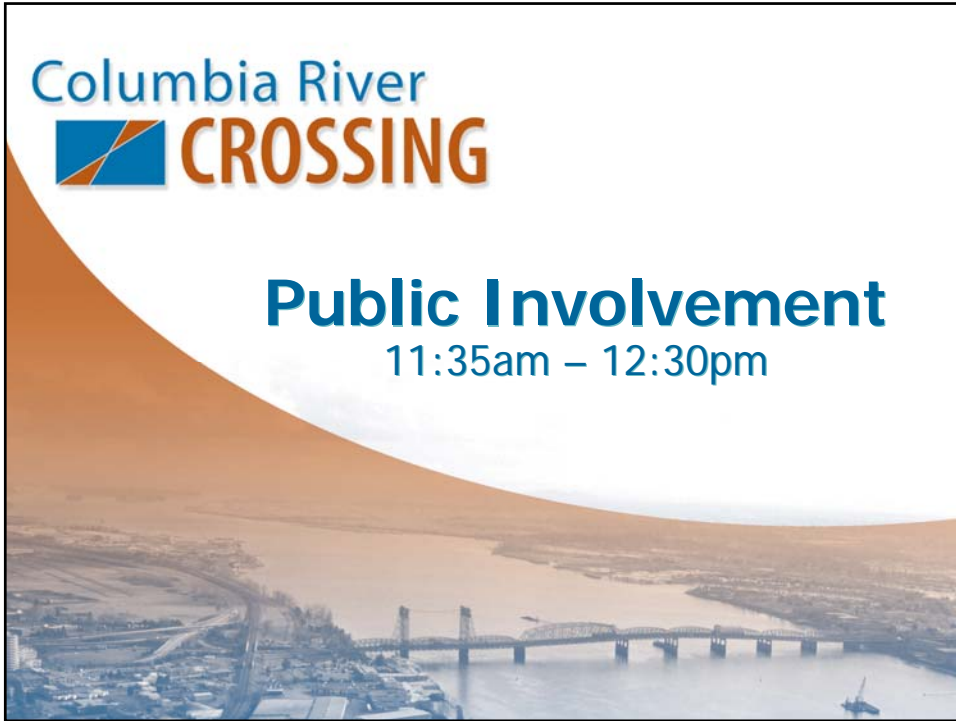


See handout for closer view

Columbia River CROSSING

Public Involvement

11:35am – 12:30pm



Communications and Public Outreach

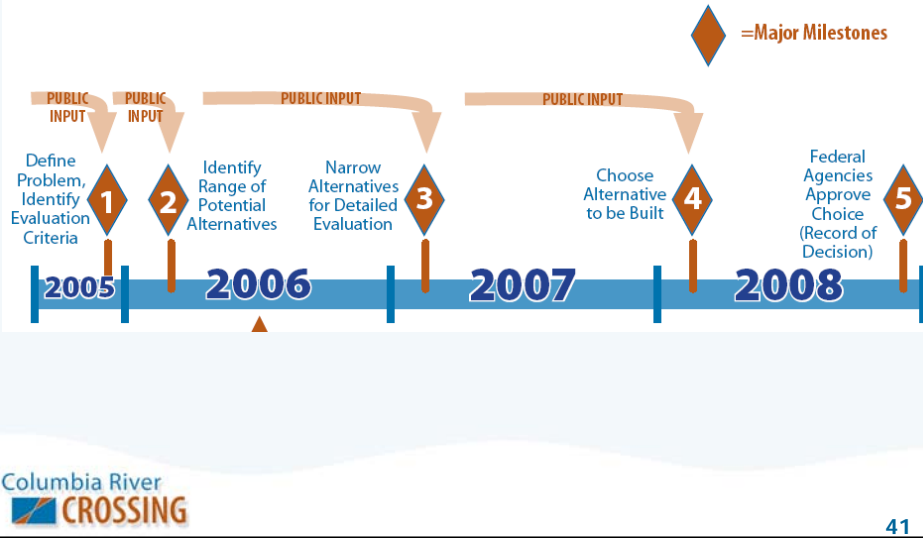


- Task Force meetings monthly
- Neighborhood associations
- Business and community groups
- Fairs and festivals
- Community and Environmental Justice Group
- Website, monthly e-news updates, education
- From March 1st to August 17, we've talked *in person* with 2,128 people.

Columbia River
CROSSING



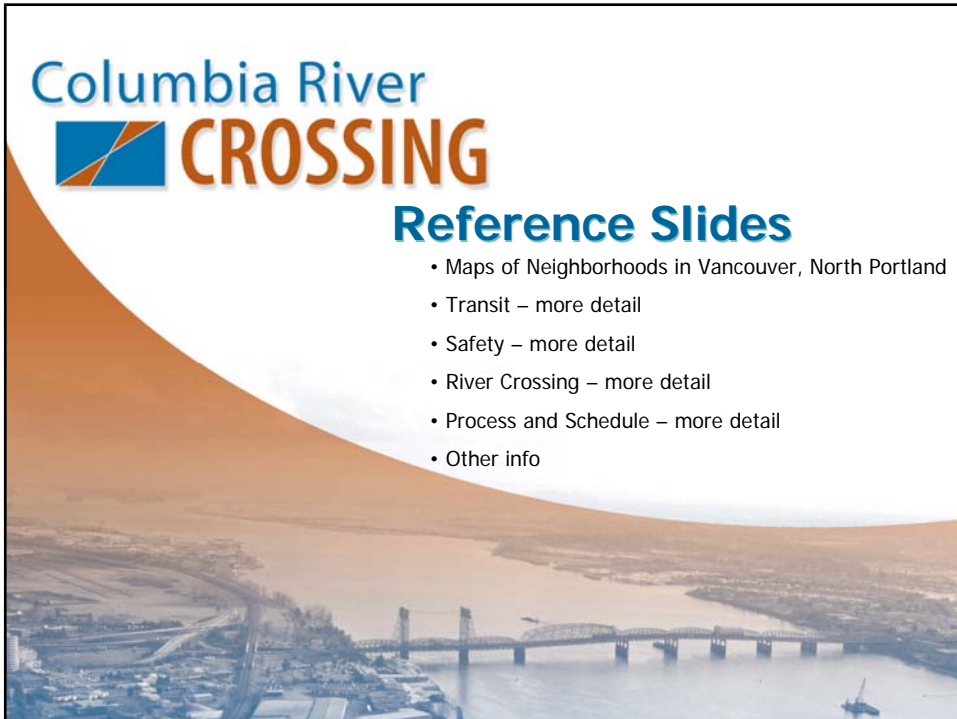
Project Schedule



Columbia River CROSSING

Reference Slides

- Maps of Neighborhoods in Vancouver, North Portland
- Transit – more detail
- Safety – more detail
- River Crossing – more detail
- Process and Schedule – more detail
- Other info



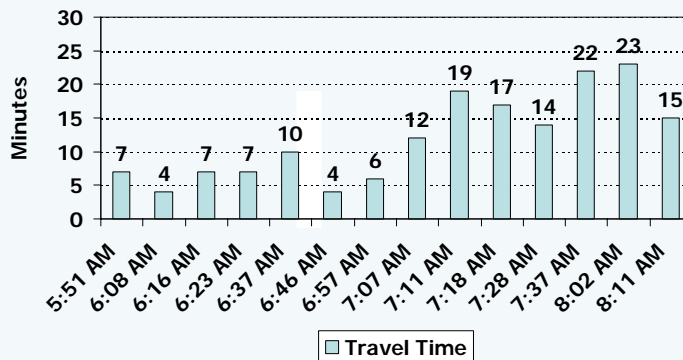
Columbia River CROSSING

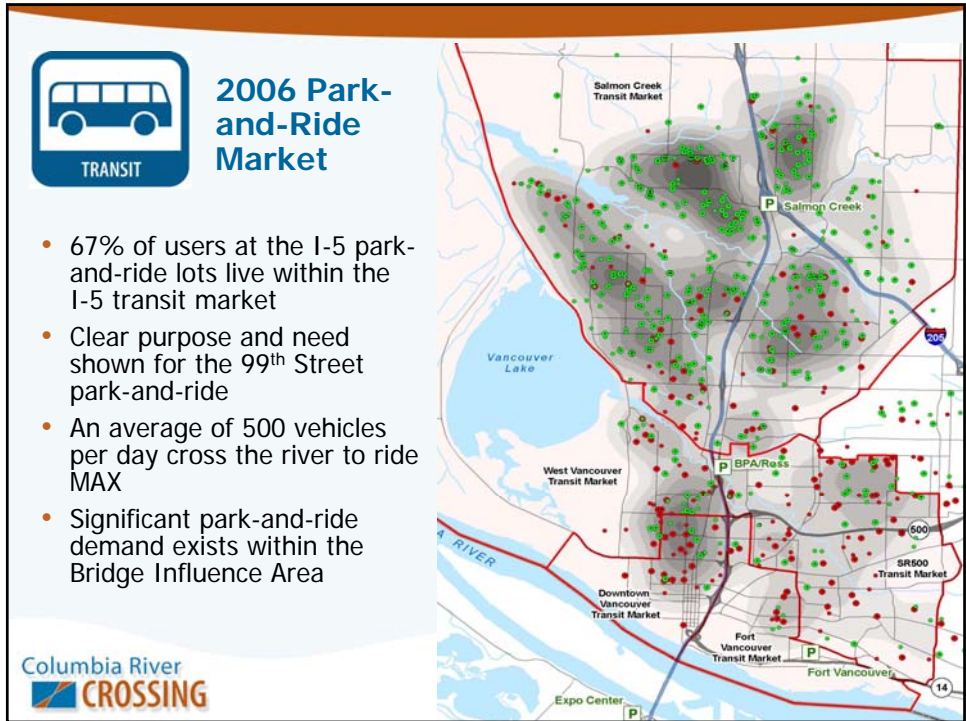
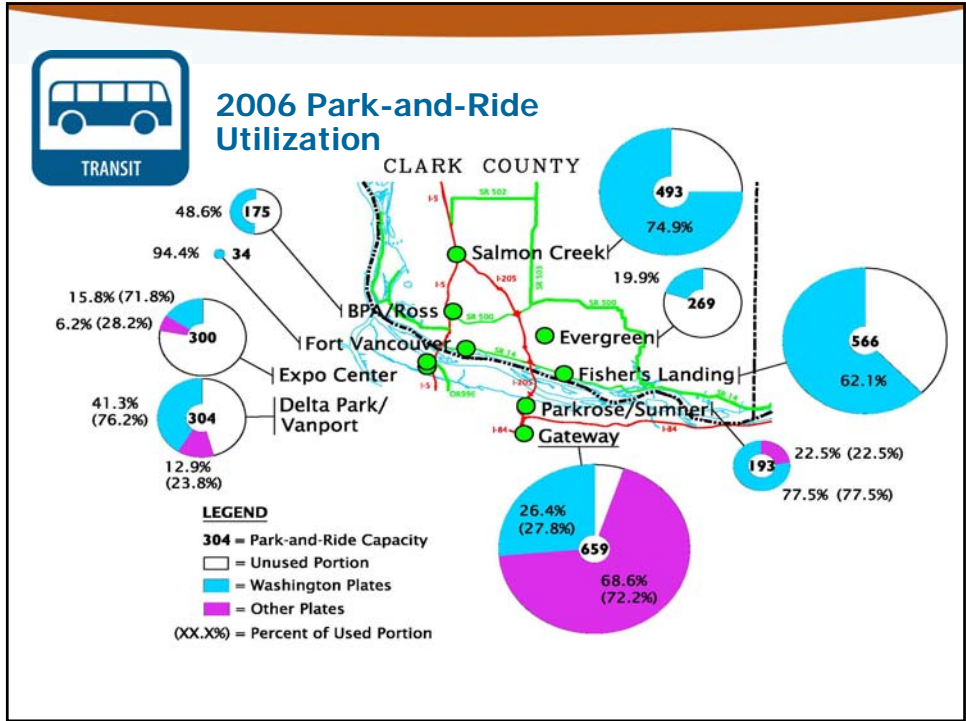
Transit more detail



Transit Vehicles are Affected by Congestion

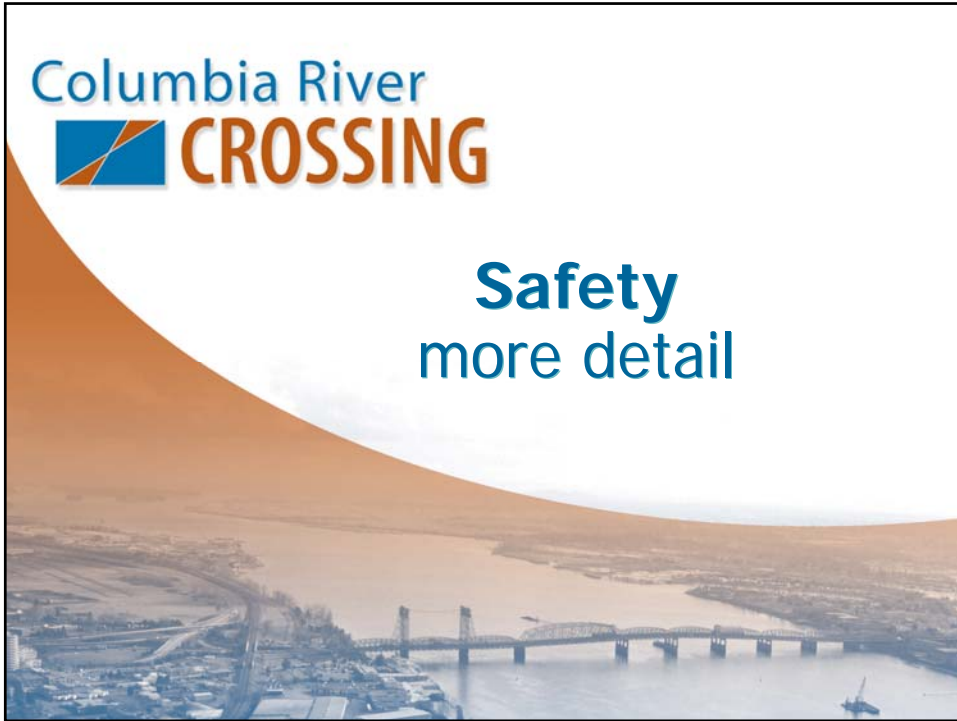
C-TRAN Route #134 BIA Travel Time - Southbound
from SR-500 to Columbia Blvd, 9/21/05





Columbia River CROSSING

Safety more detail

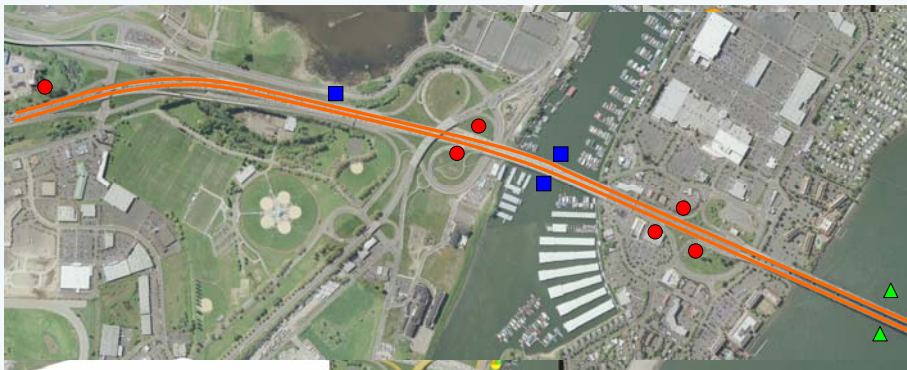


Collision Types and Highway Features - Washington



- Ramp-to-highway acceleration lane length
- Highway-to-ramp deceleration lane length
- Ramp-to-ramp separation lengths
- Highway weaving area lane length
- ▲ Highway horizontal alignment
- ▲ Highway vertical alignment
- Highway shoulder width

Collision Types and Highway Features - Oregon



- Ramp-to-highway acceleration lane length
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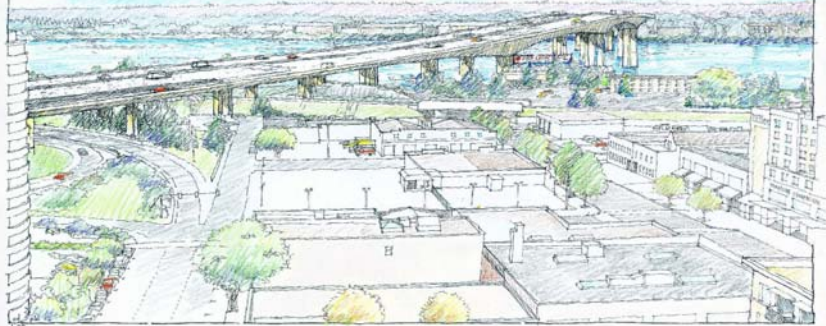
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River Crossing more detail

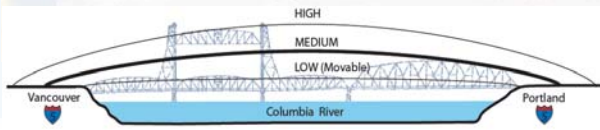


Preliminary River Crossing Concept

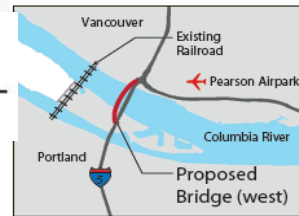


REPLACEMENT BRIDGE - DOWNSTREAM/MID-LEVEL
HAUNCHED BOX GIRDER

RC-3
FEB. 1 06

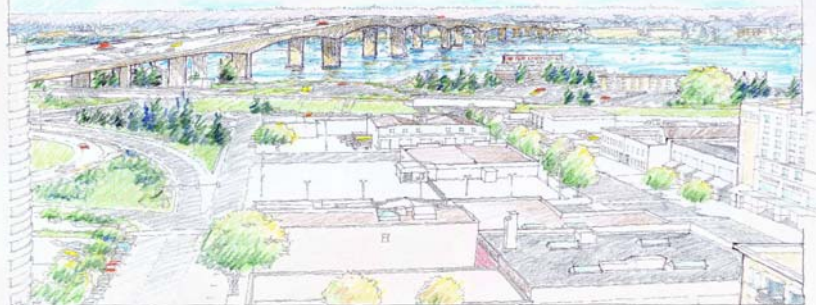


Columbia River
CROSSING



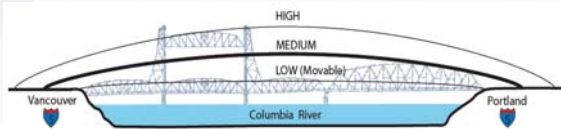
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Preliminary River Crossing Concept

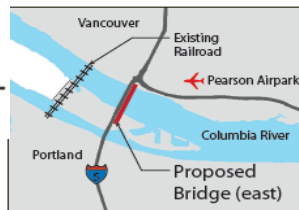


REPLACEMENT BRIDGE - UPSTREAM/MID-LEVEL

RC-4
FEB. 1 06



Columbia River
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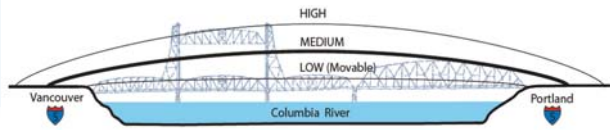


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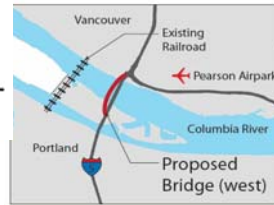
Preliminary River Crossing Concept



SUPPLEMENTAL BRIDGE - DOWNSTREAM / MID-LEVEL RC-9



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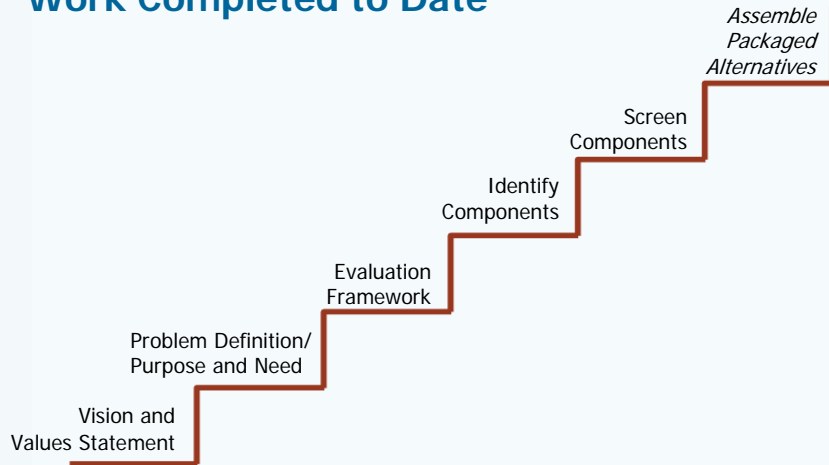
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Columbia River
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Process and Schedule more detail



Work Completed to Date



Components

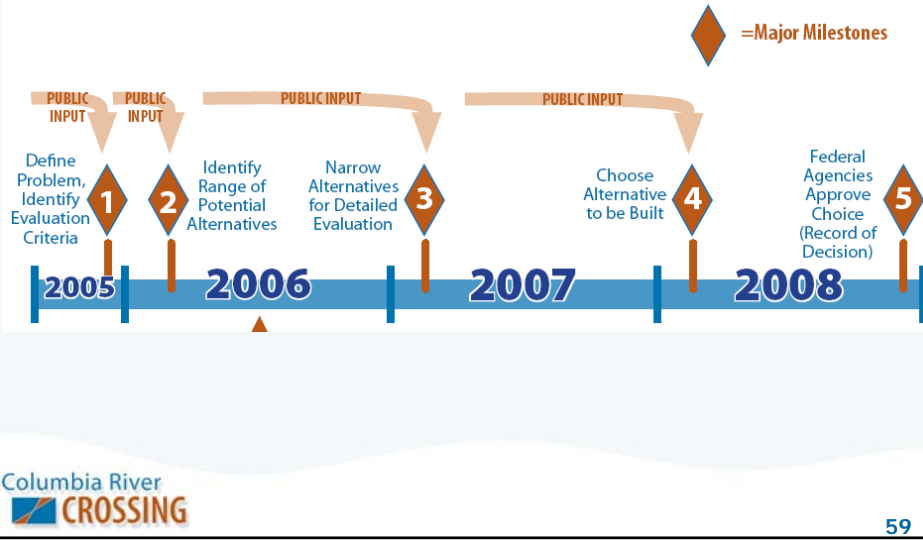
Packaged Alternatives

(We are here)

Preferred Alternative
(2008)

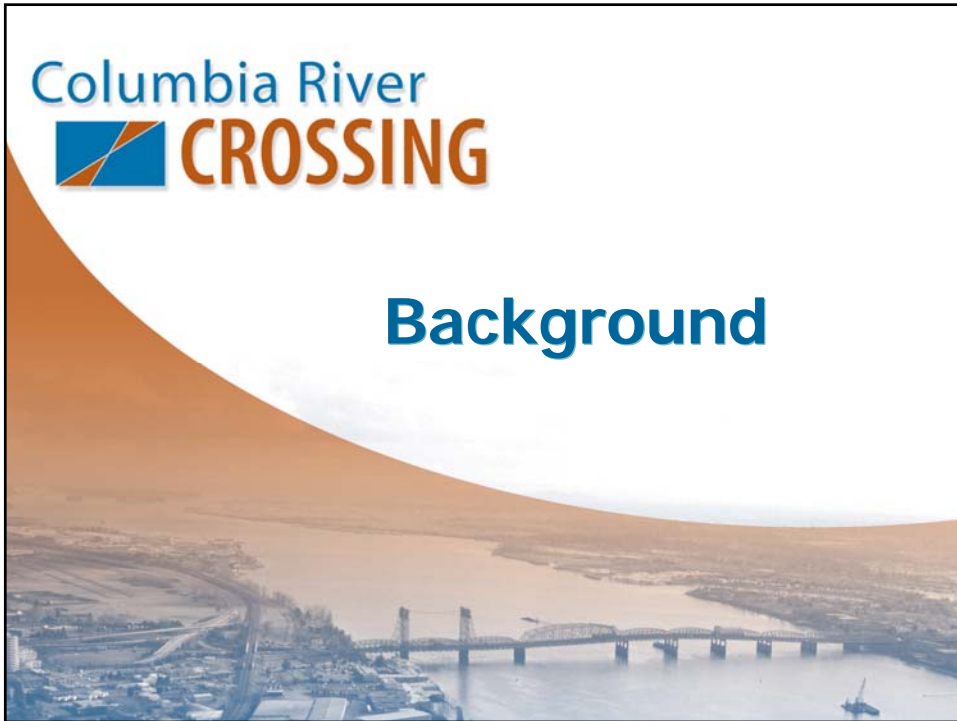


Project Schedule



Columbia River CROSSING

Background



Project Area

"I-5 Bridge Influence Area"

- Five miles in length
- State Route 500 in Washington to approx. Columbia Boulevard in Portland



Columbia River
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61

Columbia River
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Function and Role of I-5 Bridge



I-5 Columbia River Bridges

- 2 side-by-side bridges
- Eastern (northbound) built in 1917 (nickel tolls until 1929)
- Western (southbound) built in 1958 (tolls until paid off 1966)
- 3 lanes each direction



I-5 Columbia River Bridges

- Current traffic volumes
 - ~135,000 vehicles per day each on I-5 Bridge and I-205 Glenn Jackson Bridge



What do you know about the I-5 Bridge?

- 2 million people live in the region.
- 130,000 vehicles cross the bridge every day.
- 3,475 people ride transit across the bridge every day.
- Each time there is a bridge lift, the likelihood of accidents increases three to four times.
- The US Coast Guard does not open the bridge to marine traffic 6:30 - 9 a.m. and 2:30 - 6 p.m weekdays.

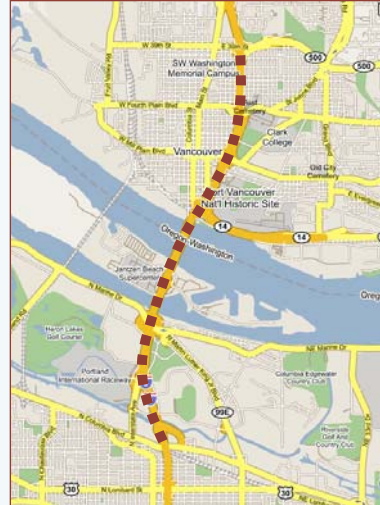
Interstate 5

- Only continuous north/south interstate on West Coast
- Interstate connectivity in Vancouver-Portland

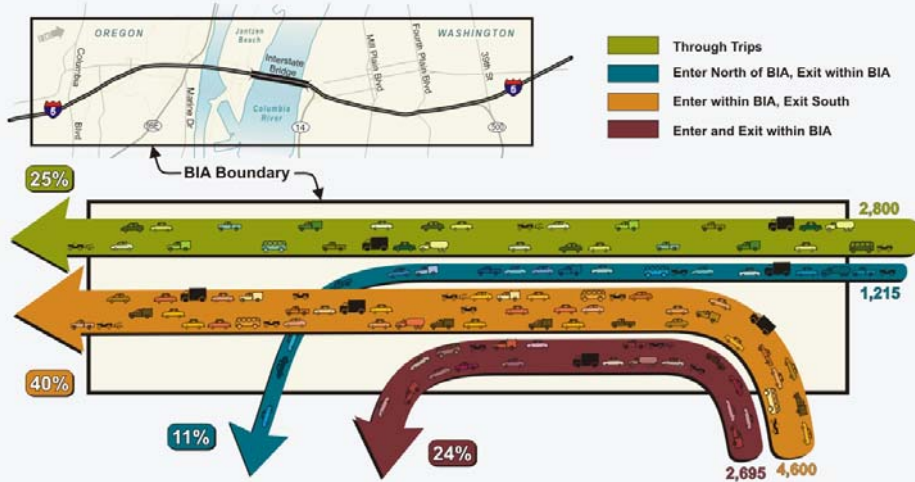


I-5 Bridge Influence Area

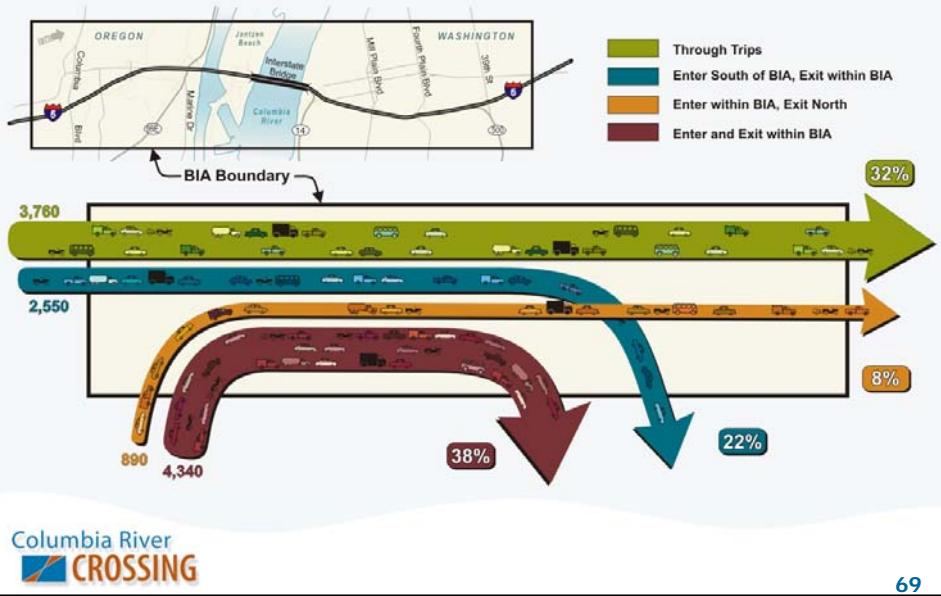
- Connects Washington and Oregon
- Connects with 4 state highways and 5 major arterial roadways
- Provides access to variety of land uses



Southbound Vehicle Trips within BIA (2005)



Northbound Vehicle Trips within BIA (2005)



Columbia River
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Need for the Project



Project addresses a range of needs

- **Congestion**
Travel demand exceeds capacity
- **Transit**
Service is limited by congestion
- **Freight**
Mobility to/from and through the area is impaired
- **Safety**
Crash rates are too high
- **Bike and pedestrian**
Facilities and connections are inadequate
- **Seismic**
Bridges do not meet current standards for earthquake safety

Freight

Mobility to/from and through the area is impaired

- Traffic congestion is increasingly spreading into the off-peak periods used by freight carriers
- Declining freight access slows delivery times and increases shipping costs, diminishing the attractiveness of I-5 and the uses served by I-5, and negatively affecting the region's economy

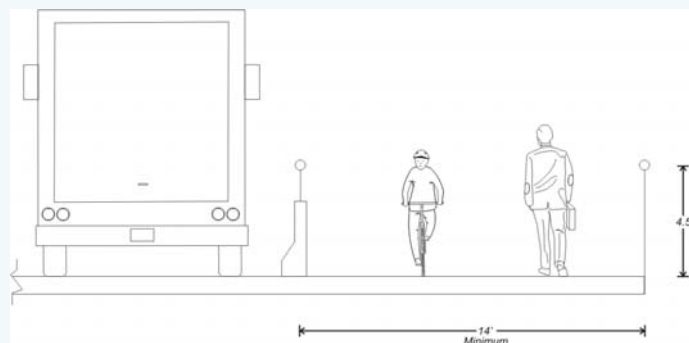


Bicycle and Pedestrian Facilities

Facilities for crossing the Columbia River are not designed to promote non-motorized access and connectivity across the river.



Minimum Standard Multi-Use Pathway on a Bridge Structure



Seismic

The bridges do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.

The major concerns are the foundations that are on timber piling, and the steel braces that are found in the lift span towers

Both are incapable of sustaining potential seismic forces



Public Participation



Communications and Public Outreach

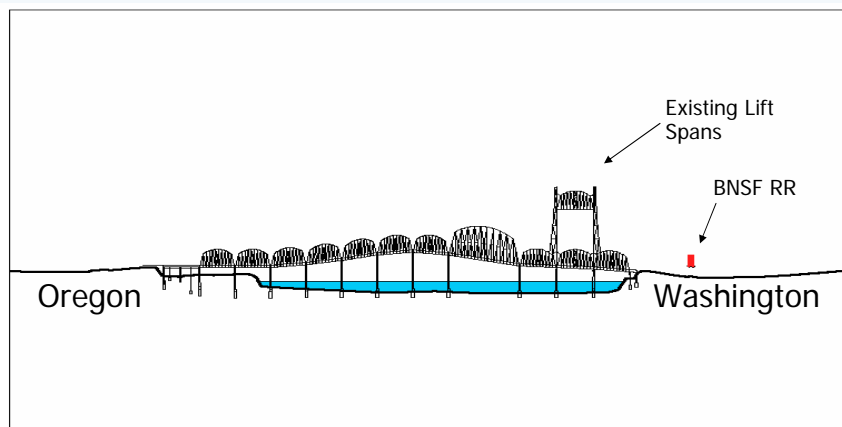


- Task Force meetings monthly
- Neighborhood associations
- Business and community groups
- Fairs and festivals
- Community and Environmental Justice Group
- Website, monthly e-news updates, education
- From March 1st to August 17, we've talked *in person* with 2,128 people.

Columbia River
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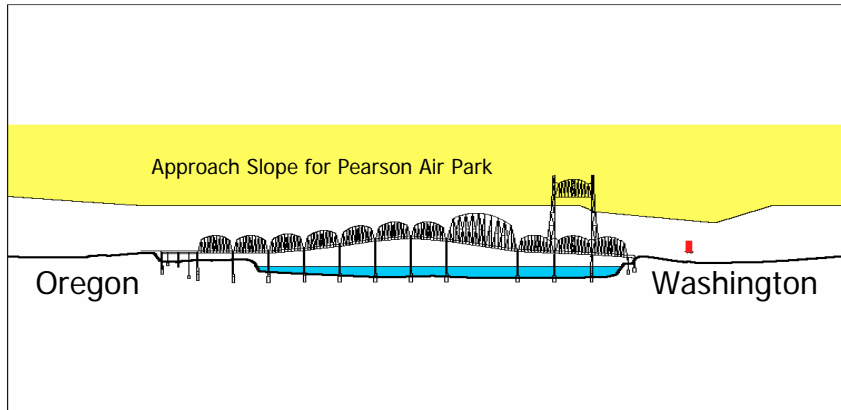


Air and Marine Navigation Vertical Constraints

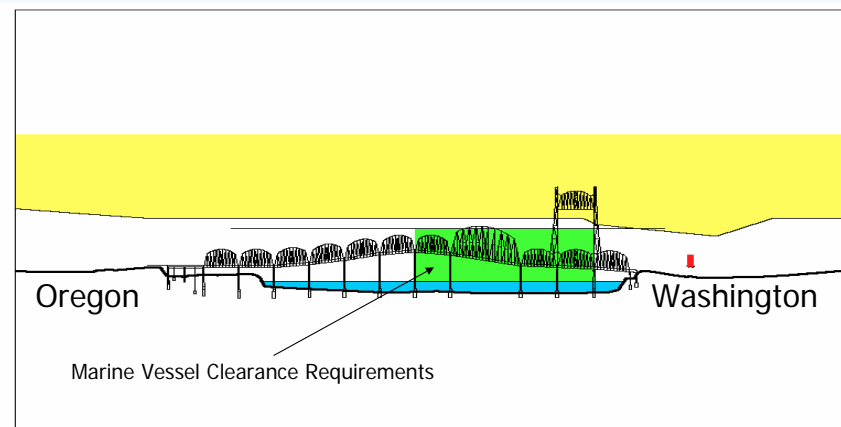


Columbia River
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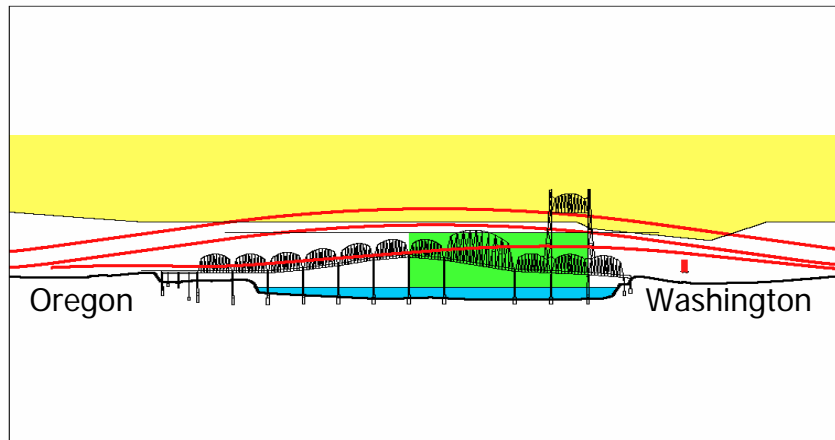
Air and Marine Navigation Vertical Constraints



Air and Marine Navigation Vertical Constraints



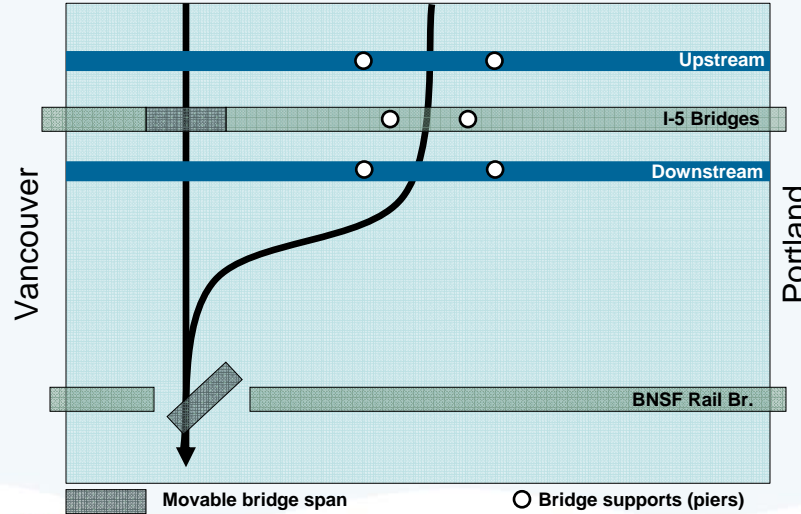
Air and Marine Navigation Vertical Constraints



Proximity of rail bridge to the I-5 Bridges



Marine Navigation



Project Area Resources



Columbia River
 **CROSSING**

www.ColumbiaRiverCrossing.org

feedback@columbiarivercrossing.org

Vancouver 360-737-2726

Portland 503-256-2726

Toll-free 1-866-396-2726



**Columbia River Crossing Project
Public Outreach and Communications Plan
June 2006**

The purpose of this communications plan is to lay out the project's strategies to communicate information, policies, and progress in a timely and accurate manner to the people of Oregon and Washington. The plan defines how the communications team will engage the public, enhance their understanding and support for the project development process, with the purpose of gathering input as well as providing information. A guiding principle for the plan is to provide opportunities for meaningful involvement in accordance with the context sensitive and sustainable solutions. All materials will be written in a user-friendly manner, to assure that general audiences can understand the project. The project will also translate relevant materials into Spanish, Vietnamese and Russian languages as appropriate.

KEY MESSAGES

We must solve the problems on I-5 between Portland and Vancouver

- The I-5 bridge is a chokepoint for people and our economy
- Existing transit service gets bogged down in highway congestion
- Interchange location and outmoded design slows traffic and hinders safety

The Columbia River Crossing Project continues the work of the 2002 I-5 Strategic Plan to eliminate the bottlenecks that jam traffic on I-5:

- Widen I-5 in Vancouver – to be completed in 2006
- Add a lane at Delta Park – construction begins in 2008
- Columbia River Crossing – project development now underway

I-5 is the economic backbone of the Portland Vancouver Region

The Columbia River Crossing Project will improve traffic flow for people and freight through a variety of potential actions

- Eliminating the bottleneck at the I-5 bridge
- Improving transit service between Vancouver and Portland
- Improving safety and traffic operations
- Reducing the need for bridge lifts that tie up traffic for cars, trucks and buses
- Reducing collisions caused by congestion and out-of-date highway standards
- Improving safe access for bicycles and pedestrians
- Reducing the seismic vulnerability of the bridge

TARGET AUDIENCES

- The people of Clark County and Portland

People who live adjacent to I-5
People who drive on I-5
Business and freight communities
Transit users
Elected officials
Project sponsors and staff
Media
People identified in the 2005 demographic analysis for the bridge influence area: low income, African-Americans, people who speak Spanish, Russian and Vietnamese languages
Neighborhood Associations

Communications Coordination – Internal

Given the number of agencies involved in this project, ensuring coordination between and among them on project issues will be critical to ensure consistency of approach and in messaging. The Communications Team will achieve this through a variety of methods.

Meetings

The Communications Team will meet regularly with the Project Leadership Team, Project Directors and Project Task Managers, Sponsor Agency Senior Staff, the Project Sponsors Council and the Task Force to update and receive input from committee members about communications activities, messages, outreach, etc.

Communications Working Group

The Communications team will periodically convene communications staff from the partner agencies to update them on project progress, introduce and review communications strategies and messages and to track the distribution of project materials. Meetings will typically be held around major project milestones, or as needed.

Email Messages

Additionally, the project communications team will keep the above groups informed with monthly emails about the project.

External Communications

The main focus of the communications program will be at the grass-roots community-level. The guiding philosophy will be to go to people where they already are rather than to expect them to seek out project information.

To that end, the project will reach out to neighborhood associations on both sides of the river. It will also seek to connect with other community groups, service clubs, business organizations and large employers and other places where people gather. The project will make an effort to reach

people in the low-income, African-American, Latino, Vietnamese and Russian-speaking communities, as identified in the Environmental Justice Demographic Analysis.

Neighborhood and Community Outreach

In Portland, targeted outreach will focus primarily on the Hayden Island, Bridgton and Kenton neighborhoods, with close coordination through the North Portland Neighborhood Coalition office. In Vancouver, targeted outreach will be focused on the Esther Short, Arnada, Hudson's Bay, Shumway, and the Rosemere/Rose Village neighborhoods. These neighborhoods will receive repeated visits and face to face outreach about issues which may face these groups as a result of being immediately adjacent to Interstate 5 in the Bridge Influence Area.

The project will also work with other associations to provide information and project updates, but not with the same frequency.

The project will send monthly email updates to these groups through the city of Vancouver Neighborhoods office, the North Portland Neighborhood Coalition office and the Neighborhood Association Coalition of Clark County.

In addition, the project will work with minority communities as identified in the 2005 Environmental Justice Demographic Analysis, including low income residents, African-Americans, Latino, Vietnamese and Russian-speaking people. The communications team will develop a list of community-based organizations, resources and events to guide our outreach to these communities.

The Communications team will have a calendar of all events and activities and provide monthly summaries of contacts with the community.

Jurisdictional, Institutional, and Elected Official Briefings

The project team will meet with local jurisdictions, regional institutions, tribal nations, and other project-related government agencies or departments to provide project information and solicit feedback. These include local, state and federal elected officials; and Project Sponsor staff and elected officials; staff from participating agencies, natural resource and permitting agencies, others as identified.

Community, Business and Employer Organization Briefings

Provide proactive and responsive overall project information to, and receive input from, community organizations and special interest groups in the Vancouver-Portland metro area. These groups include chambers of commerce, economic development agencies, social and fraternal organizations, large employers and others as identified.

Fairs, Festivals and Community Events

The project team will focus on reaching people where they are in order to reach a broader range of people through outreach efforts. These include major community events such as Ft. Vancouver Days and Rose Festival events, community concerts and events on the Portland waterfront, Farmers Markets, as well as events targeted to reach people who speak Russian Vietnamese and Spanish languages.

CRC House Parties

Project team members will work with people from the community to organize house parties where staff can visit with members of the public in small groups and have in-depth conversations about the project.

Communications Materials

Newsletters – at major project milestones, including June 2006 with the first round of alternatives and December 2006 to describe the alternatives included in the Draft Environmental Impact Statement. They will be mailed to the project mailing list, translated into Russian, Spanish and Vietnamese, taken to public events, project meetings and distributed through locations where minority communities gather.

Project Folio

A general background piece will be created that describes project need, process, timelines and benefits, to be used for briefings and meetings.

Fact Sheets

On topics such as safety, transit, funding, and topics that arise during the project development. These can be used individually or in packets for specialized audiences, such as legislators.

Display Boards

Display boards will be created for open houses, booths at fairs and festivals, traveling static displays and miscellaneous presentations.

Presentation Materials

To support open houses, briefings with neighborhoods, business groups and community organizations, as well as meetings with media and elected officials.

Website

Develop updates of website text and graphics, maintain project website, and develop and analyze three web-based surveys.

Monthly Email Updates

Monthly Email updates will be used to provide regular updates on the project status to all those on the Columbia River Crossing Project mailing list.

Broadcast/Pod Cast Meetings and Interviews

In an effort to reach new populations and provide a new and convenient way for members of the public to stay updated about the project, the team will work with the communities to create pod casts to be posted on the Columbia River Crossing Project web site.

Open Houses

Two sets of public open houses for the general public and special interest groups in coordination with key project milestones. Anticipated milestones and dates include:

- Public feedback on initial range of components and alternative packages (April 2006)
- Public feedback on the short list of alternatives to analyze in the DEIS (October – November 2006)

Communications Tracking and Response

Mailing List

Maintain project mailing list for electronic and traditional postal mail on project database.

Information lines, email, letters, etc.

Monitor the project phone line messages, record comments/questions received through all media in the project comment tracking tool, and coordinate comment response through the project team. Include avenues for receiving and responding to Spanish, Russian and Vietnamese language requests/comments.

Environmental Justice and Community Group

Ensure that people adjacent to the corridor and groups identified by the 2005 demographic analysis – African-Americans, low-income, Spanish, Vietnamese, and Russian languages – have opportunities to learn about the project and to have meaningful ways to provide input into the project at key milestones and about issues which may affect them due to their proximity to the freeway. This group will meet beginning Summer 2006 and the release of the Locally Preferred alternative. A detailed description is attached. (pending final ODOT/WSDOT approval.)

Coordinate with local communities and community-based organizations to build relationships in the project area. Provide timely and relevant information about the project and gather community input at key milestones.

Media Support

To reach a broad audience with accurate and timely information to increase awareness of the project by the general public, a specific media plan will be developed. It will include strategies for gaining media coverage at project milestones as well as ways to keep the project visible between milestones.

Reporter Briefings and Materials

Members of the media will receive project briefings at key milestones. At this time, they will also receive press kits, which will include project descriptions, graphics, timelines, and key decision dates. The press kits will serve as a tool for the accurate and updated transmittal of new project information and details.

Editorial Board Briefings

Editorial board meetings will be scheduled with a variety of publications within Clark and Multnomah Counties in an effort to inform the editorial boards and their reporters of the project. A team of trained project staff will be formed to provide these types of briefings to the media.

Opinion/Editorial Articles

From regional transportation leaders such as elected officials, Task Force Co-Chairs, the Secretary/Director of Transportation, members of the State Transportation Commissions, business leaders and others interested in transportation issues.

Minority and Small Press

Include minority and neighborhood-based media in distribution of press materials. Provide translated versions of press releases if needed.

Media Tracking

Collect all print media hits for reference and archiving and distribute via email to the project team on a weekly basis.

Columbia River Crossing
SUMMARY of OUTREACH EVENTS, March - August 2006

| EVENT | OR / WA? | DATE | # ATTENDED | EVENT TYPE | IN BIA? |
|--|----------|-----------------------|------------|-----------------------|---------|
| Rotary Club, Camas Wash. | WA | Mar-06 | 40 | Civic | |
| Multnomah County Commission (5 commissioners + 12 in audience) | OR | Mar-06 | 17 | Government | |
| Neighborhood Assn's Council of Clark County | WA | 3/13/06 Mon | 20 | Neighborhood | |
| Columbia Corridor Assn. | OR | 3/21/06 Tue | 25 | Business | |
| Portland Business Alliance Transportation Committee | OR | Mar-06 | 15 | Business | |
| North Portland Neighborhood Services | OR | 4/3/06 Mon | 15 | Neighborhood | BIA |
| Portland Business Alliance Transportation Comm. | OR | 4/11/06 Tue | 12 | Business | |
| CRC Open House, Vancouver | WA | 4/12/06 Wed | 103 | General Public | BIA |
| CRC Open House, Portland | OR | 4/13/06 Thu | 100 | General Public | BIA |
| Overlook Neigh Assn | OR | 4/18/06 Tue | 25 | Neighborhood | |
| Shumway Neigh Assn | WA | 5/4/06 Thu | 22 | Neighborhood | BIA |
| Laurelhurst Elementary School, 3 rd grade class | OR | 5/5/06 Fri | 25 | School | |
| Kenton Neigh Assn | OR | 5/10/06 Wed board mtg | 20 | Neighborhood | BIA |
| WSDOT open house on I-205 Mill Plain Blvd. Southbound Off Ramp | WA | 5/11/06 Thu | 5 | General Public | |
| Say Hey! Partners in Diversity networking event | OR | 5/11/06 Thu | 10 | | |
| Hayden Island Neigh Assn (HINooN) | OR | 5/11/06 Thu | 12 | Neighborhood | BIA |
| Arnada Neigh Assn | WA | 5/11/06 Thu | 12 | Neighborhood | BIA |
| Esther Short Neigh Assn | WA | 5/16/06 Tue | 30 | Neighborhood | BIA |
| Portland Pedestrian Advisory Committee | OR | 5/16/06 Tue | 14 | Bicycle / Pedestrian | |
| PROPER Community Forum (Kenton neighborhood) | OR | 5/16/06 Tue | 21 | Community | BIA |
| Rose Village Neigh Assn | WA | 5/23/06 Tue | 13 | Neighborhood | BIA |
| Lloyd District TMA | OR | 6/1/2006 | 25 | Business | |
| Shumway Neigh Assn | WA | 6/01/06 Thu | 14 | Neighborhood | BIA |
| Rose Festival | OR | 6/2/06 Fri | 99 | Festival | |
| St. Johns Business Boosters | OR | 6/2/2006 | 8 | Business | |
| Association of General Contractors | OR | 6/2/2006 | 16 | Business | |
| Central Eastside Industrial Council | OR | 6/6/2006 | 24 | Business | |
| Hudson's Bay | WA | 6/8/06 Thu | 10 | Neighborhood | BIA |
| Portland Community College | OR | 6/8/2006 | 2 | School | |
| Association of Building Owners and Managers (BOMA) | OR | 6/8/2006 | 25 | Business | |
| Kenton Neigh Assn | OR | 6/9/06 Fri | 50 | Neighborhood | BIA |
| Vancouver Farmers Market | WA | 6/10/2006 | 46 | Farmers Market | BIA |
| Associated Oregon Industries | OR | 6/15/2006 | 4 | Business | |
| Juneteenth Celebration | OR | 6/17/06 to 6/18/06 | 60 | Festival | |
| North Clackamas Chamber of Commerce | OR | 6/19/2006 | 19 | Business | |
| Kenton Business Association | | 6/19/2006 | 15 | Business | |
| Meadow Homes Neigh Assn | WA | 6/20/06 Tue | 12 | Neighborhood | |
| Rosemere | WA | 6/20/06 Tue | 18 | Neighborhood | BIA |
| Uptown Village Assn. | WA | 6/21/06 Wed | 11 | Business | BIA |
| Assn of Oregon Counties | OR | 6/21/2006 | 6 | Government | |
| Bridgeton Neigh Assn | OR | 6/21/06 Wed | 39 | Neighborhood | BIA |
| Good in the 'Hood | OR | 6/25/06 Sun | 5 | Festival | |
| Vancouver Planning Commission | WA | 6/27/2006 | 8 | Government | BIA |
| Yost Grube Hall (architecture firm) | OR | 6/29/2006 | 48 | Professional / Design | |
| Hayden Island forum (Commissioner Adams, Hayden Island Neigh. Network) | OR | 7/6/06 Thu | 40 | Neighborhood | BIA |

Columbia River Crossing
SUMMARY of OUTREACH EVENTS, March - August 2006

| EVENT | OR / WA? | DATE | # ATTENDED | EVENT TYPE | IN BIA? |
|--|----------|--------------|-------------|----------------------------------|---------|
| Metro | OR | 7/6/06 Thu | 2 | Government | |
| Columbia Bi-State Bicycle Ride | WA | 7/7/06 Fri. | 15 | Bicycle / Pedestrian | BIA |
| Vancouver Farmers Market | WA | 7/8/06 Sat | 52 | Farmers Market | BIA |
| Albina Community Bank | OR | 7/10/06 Mon | 1 | Business | |
| Gresham Brownbag -- elected officials and transportation managers | OR | 7/11/06 Tue | 12 | Government | |
| Hazel Dell / Salmon Creek Business Association | WA | 7/12/06 Wed | 30 | Business | |
| Swan Island Business Association and TMA | OR | 7/12/06 Wed | 18 | Business | |
| Battle Ground Harvest Days | WA | 7/15 -7/16 | 90 | Festival | |
| Oakbrook Neigh Assn | WA | 7/18/06 Tue | 36 | Neighborhood | |
| Hough Neigh Assn [pronounced HOUCK] | WA | 7/18/06 Tue | 29 | Neighborhood | |
| West Hazel Dell Neighborhood Assn. | WA | 7/19/06 Wed | 3 | Neighborhood | |
| Noon Concert Series in the Park | WA | 7/19/06 Wed | 17 | Festival | BIA |
| African-American Alliance Community Unity Breakfast | OR | 7/20/06 Thu | 50 | | |
| Heart District | WA | 7/20/06 Thu | 7 | Neighborhood | BIA |
| Carter Park Neighborhood Assn. | WA | 7/20/06 Thu | 14 | Neighborhood | BIA |
| Transportation Open House | WA | 7/22/06 Sat | 5 | General Public | |
| Columbia Pacific Building Trades | OR | 7/25/06 Tue | 27 | Business | |
| Noon Concert Series in the Park | WA | 7/26/06 Wed | 20 | Festival | BIA |
| Beaverton Chamber of Commerce | OR | 7/26/06 Wed | 28 | Business | |
| C-TRAN Citizens' Advisory Committee | WA | 7/27/06 Thu | 15 | Community / Transit | |
| Oregon Assn of Minority Entrepreneurs (OAME) Coffee and Issues Forum | OR | 7/28/06 Fri | 10 | | |
| Hawaiian Festival | WA | 7/29/06 Sat. | 132 | Festival | BIA |
| At Home At School Popsicle Bridge Event (6 adults, 20 kids) | WA | 7/31/06 Mon | 26 | Kids | |
| Noon Concert Series in the Park | WA | 8/2/06 Wed | 10 | Festival | BIA |
| Lloyd District Community Assn. | OR | 8/3/06 Thu | 27 | Business | |
| North/Northeast Business Association | OR | 8/7/06 Mon | 19 | Business | BIA |
| Rotary Club, North Portland | OR | 8/8/06 Tue | 9 | Civic | BIA |
| Pacific Northwest International Trade Assn. | OR | 8/8/06 Tue | 27 | Business | |
| WTS Downtown Vancouver Tour | WA | 8/8/06 Tue | 20 | Professional | BIA |
| Waterfront Organizations of Oregon | OR | 8/8/06 Tue | 11 | Water-based Homes and Businesses | |
| Identity Clark County, board | WA | 8/9/06 Wed | 24 | Business | |
| Noon Concert Series in the Park | WA | 8/9/06 Wed | 11 | Festival | BIA |
| Say Hey! Partners in Diversity networking event | OR | 8/10/06 Thu | 50 | | |
| Design Concepts Workshop, Vancouver -- Columbia River Crossing | WA | 8/10/06 Thu | 18 | Neighborhood and Business | BIA |
| Vancouver Farmers Market | WA | 8/13/06 Sun | 24 | Farmers Market | BIA |
| Humboldt Neighborhood Assn. | OR | 8/15/06 Tue | 16 | Neighborhood | |
| Kiwanis Club of Cascade Park | WA | 8/17/06 Thu | 8 | Civic | |
| Lake Oswego Chamber of Commerce | OR | 8/17/06 Thu | 18 | Business | |
| Arbor Lodge Comm. Fair | OR | 8/17/06 Thu | 37 | Neighborhood | BIA |
| Lions Club | WA | 8/18/06 Fri | 18 | Civic | |
| | | | | | |
| TOTAL since MARCH 1, 2006 | | | 2146 | | |
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Safety in the I-5 Project Area

While traffic jams between Portland and Vancouver may have triggered the Columbia River Crossing project, safety may be the most compelling reason to improve this stretch of I-5.

More congestion = More collisions

It's common sense: More cars on the road mean more collisions.

- Currently, about 130,000 vehicles cross the I-5 bridge every day; in 2020 it will be 175,000.
- Accidents are more than twice as likely to occur between 6 to 9 a.m. and 4 to 6 p.m. when there are more cars on the road.
- With congestion growing each year, the number of accidents will continue to go up.

Outdated roadway design causes more accidents

Safety hazards are due, in large part, to outdated roadway design. Closely spaced interchanges, short on and off ramps, inadequate space for merging, limited sight distance, and narrow shoulders all create safety risks. Crash data show there is a strong correlation between these substandard features and the number and type of collisions in the project area.

- Weaving, merging, and diverging due to short acceleration lanes on I-5 south between SR 500 and Fourth Plain Boulevard and at the SR 14 interchange result in more accidents.
- Lack of room at the on and off ramps and short acceleration and deceleration lanes contribute to rear-end and side-swipe collisions at the Hayden Island and Lombard ramps and the Victory Boulevard interchange.
- Rear-end collisions account for about 65 percent of all accidents; side-swipes are about 14 percent of the total.
- About 34 percent of all crashes in the project area result in injuries.

Accidents are 3 to 4 times more likely when the lift span is up

During bridge lifts, motorists traveling southbound in Vancouver are four times more likely to be in an accident, and northbound motorists in Portland are three times more likely to have an accident, compared to when the lift span is not raised.

More truck accidents happen during midday

Because more trucks are on the road in the middle of the day, there are more truck-related accidents during that time.

Columbia River Crossing Project Area Safety Facts

From 2000 to 2004:

- There were 2,204 crashes, with 1,687 on the highway and 517 on ramps. That averages to more than one accident per day.
- In Oregon, the number of northbound crashes was about double that of southbound crashes.
- In Washington, the number of southbound crashes was about double that of northbound crashes. Because motorists are traveling at faster speeds on I-5 southbound toward the bridge, collisions there are more serious.

Sources: Washington State Department of Transportation Collision Data and Analysis Branch, Oregon Department of Transportation Crash Analysis and Reporting Unit

www.ColumbiaRiverCrossing.org
Phone: (866) 396-2726



Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternative formats or sign language interpreters by calling the project office (360-737-2726 and 503-256-2726) or calling Washington State's TTY service (800-833-6388) or Oregon State's TTY service (800-735-2900). For individual needs in Oregon, please contact ODOT at 503-731-8281.

Title VI: The project ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding the Title VI Program, you may contact WSDOT's Title VI Coordinator at 360-705-7098.

How Many People will Ride Transit in the future? Where will they be going?

We analyzed the predicted growth of public transit use between the Portland area and Clark County between now and 2020. We focused on the afternoon commute time because that is when traffic is worse. We found that in the 4 hour afternoon commute time:

- 66 percent of all afternoon transit rides will be traveling north from Portland to Clark County.
- Of these trips, more than 80 percent will originate in five areas adjacent to I -5, accounting for about 25,200 transit rides.
 - Downtown Portland 8,500 transit riders
 - North Portland 5,300 transit riders
 - Rivergate 4,500 transit riders
 - Delta Park 4,000 transit riders
 - Hayden Island 2,900 transit riders
- Roughly one-third of all northbound trips that will use the I-5 bridge during the afternoon peak period will be bound for the Salmon Creek area.