

A Bridge, Transit and Highway Improvement Project

Planning Commission
April 8, 2008



Identified as a highway, high capacity transit and bridge project in:

- 2002 Portland/Vancouver I-5 Transportation and Trade Partnership
- 2035 Regional Transportation Plan (Metro)
- 2006 Transportation System Plan (City)



- Largely General Commercial zoning
- Currently developed with regional/"big box" commercial immediately west of I-5
- Currently subject to a development moratorium
- Designated a Station Community in the Region 2040 Plan
- Being evaluated by the Hayden Island Plan
- West Hayden Island is unincorporated & planned for a mix of future marine industrial land uses & open space



- Largely industrial zoning west of I-5 and mix of industrial, open space and urban commercial zoning east of I-5
- Currently developed with the EXPO facility and large surface parking area immediately west of I-5
- Bridgeton community is immediately east of I-5
- Provides freight access to Rivergate/Terminal 6 via Marine Drive west of I-5
- Designated a Station Community at the current LRT platform and a Regionally Significant Industrial Area to the west in the Region 2040 Plan



Themes

- Getting Around
- Island Community
- Environment and Open Space

Also

- Builds on the HINooN community vision for guiding the plan
- Responds to development moratorium
- Informs Columbia River Crossing project



LPA Decision

- Supplemental Bridge or Replacement Bridge
- Light Rail Transit or Bus Rapid Transit
- No Build

Other Actions

- City Council statements clarifying position
- Project design recommendations
- System management and operations recommendations
- Potential impact mitigation measures
- Process recommendations for resolving issues



- Determine the “appropriately sized” bridge
- Number of lanes – through travel lanes and auxiliary lanes
- Highest quality bridge architecture given engineering limitations/costs
- “World Class” pedestrian and bicycle facilities
- Integrated transit and highway design
- Model of environmental sustainability design



Marine Drive

- Prioritize freight mobility
- Consider design options for Marine Drive alignment
- Improve opportunities for the EXPO LRT station
- Improve opportunities for local circulation and pedestrian/bike access
- Improve multi-modal access between Bridgeton and Hayden Island



Hayden Island

- Integrate/incorporate Hayden Island Plan outcomes
- Determine HCT (LRT) alignment and station location
- Provide highest quality HCT (LRT) station design
- Develop community sensitive roadway designs
- Coordinate access management planning



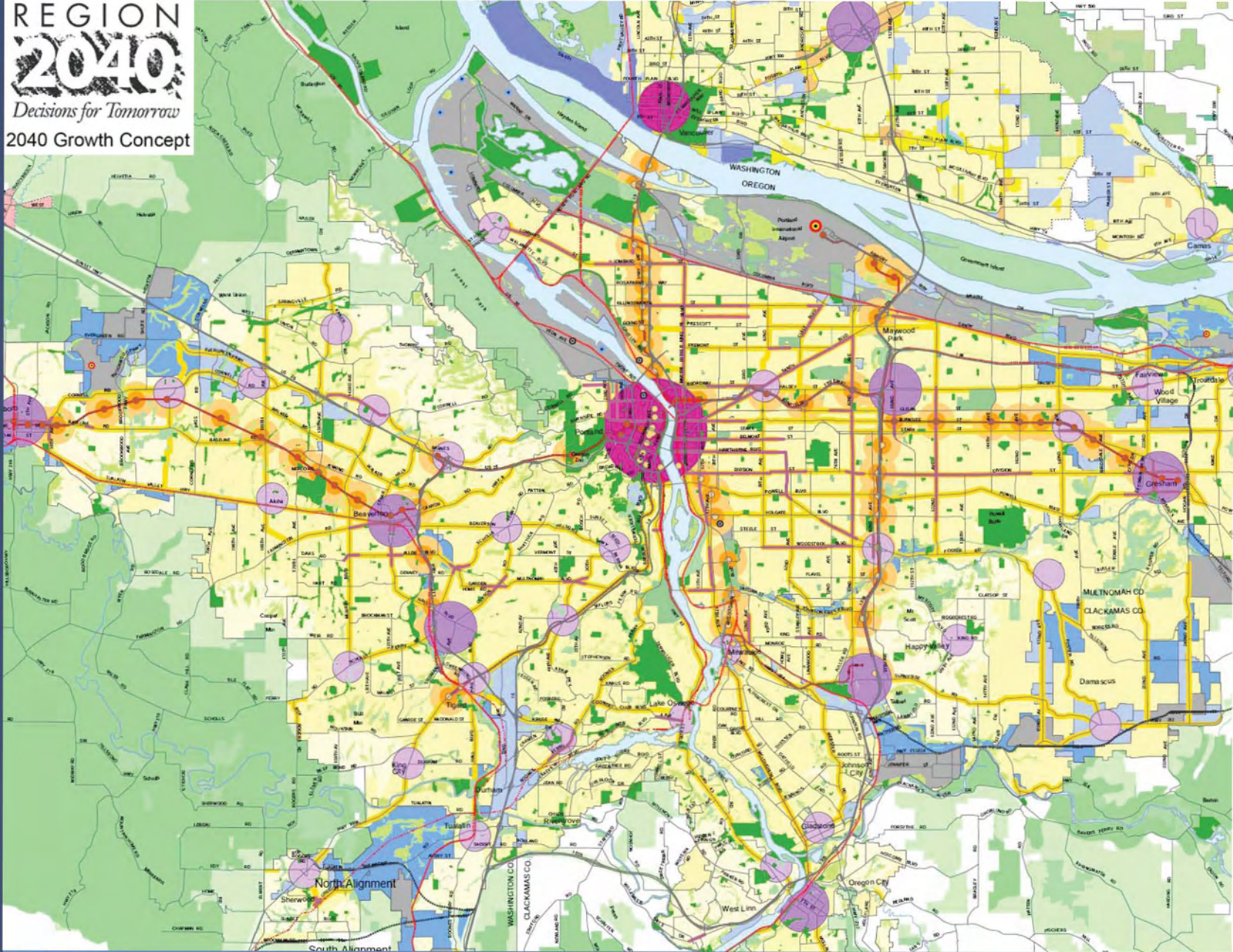
- Maximize transit improvement opportunities
- State of the art traffic management and operations technologies
- Develop pedestrian and bicycle facilities of safe and comfortable dimensions
- Consider variable priced tolling as a congestion/demand management strategy
- Consider variable priced tolling for both I-5 and I-205



- Continue or expand role of Bi-State Coordination Committee
- Undertake coordinated bi-state transportation planning, especially for high capacity transit
- Continue to evaluate bi-state jobs/housing balance and affordable housing

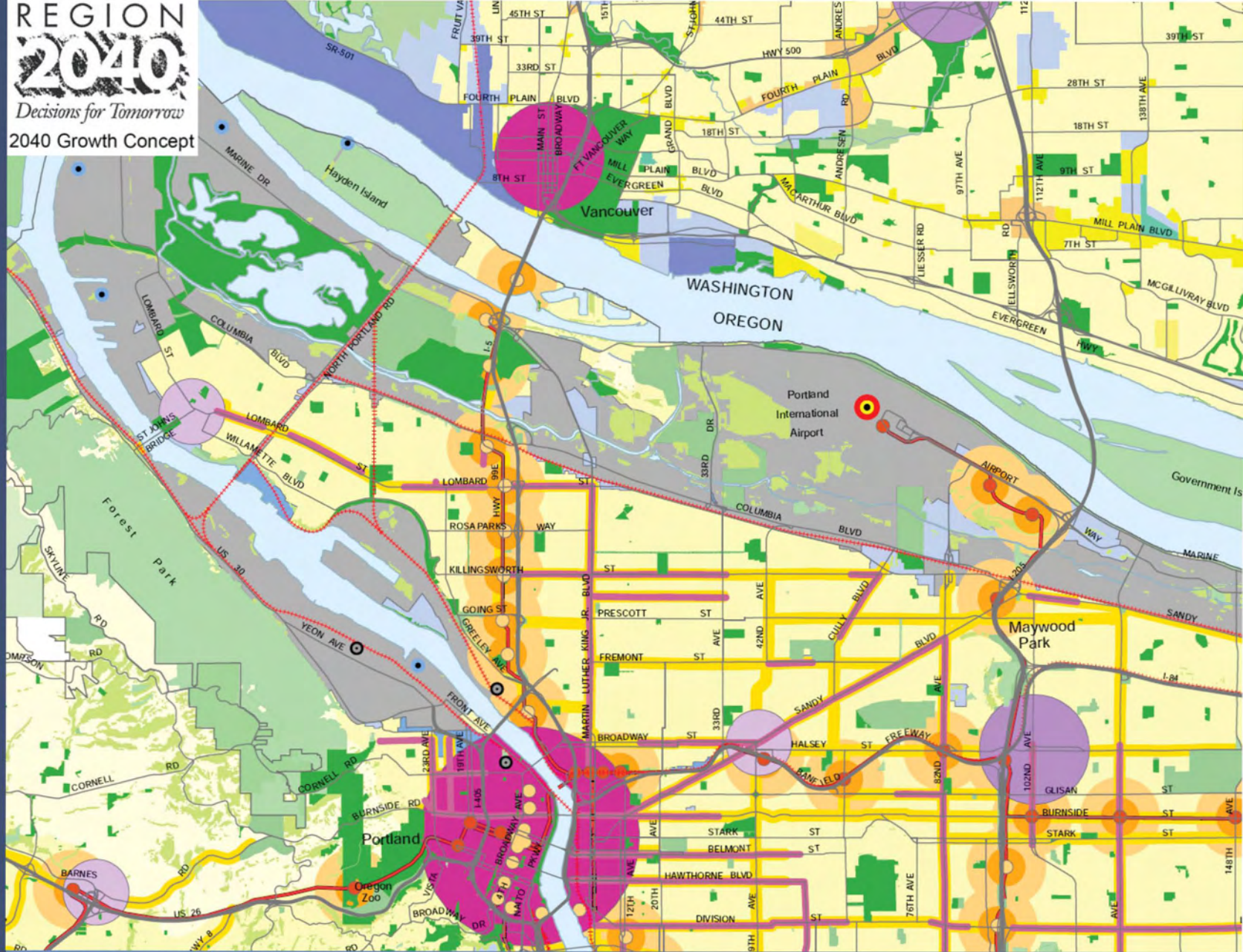


**REGION
2040**
Decisions for Tomorrow
2040 Growth Concept



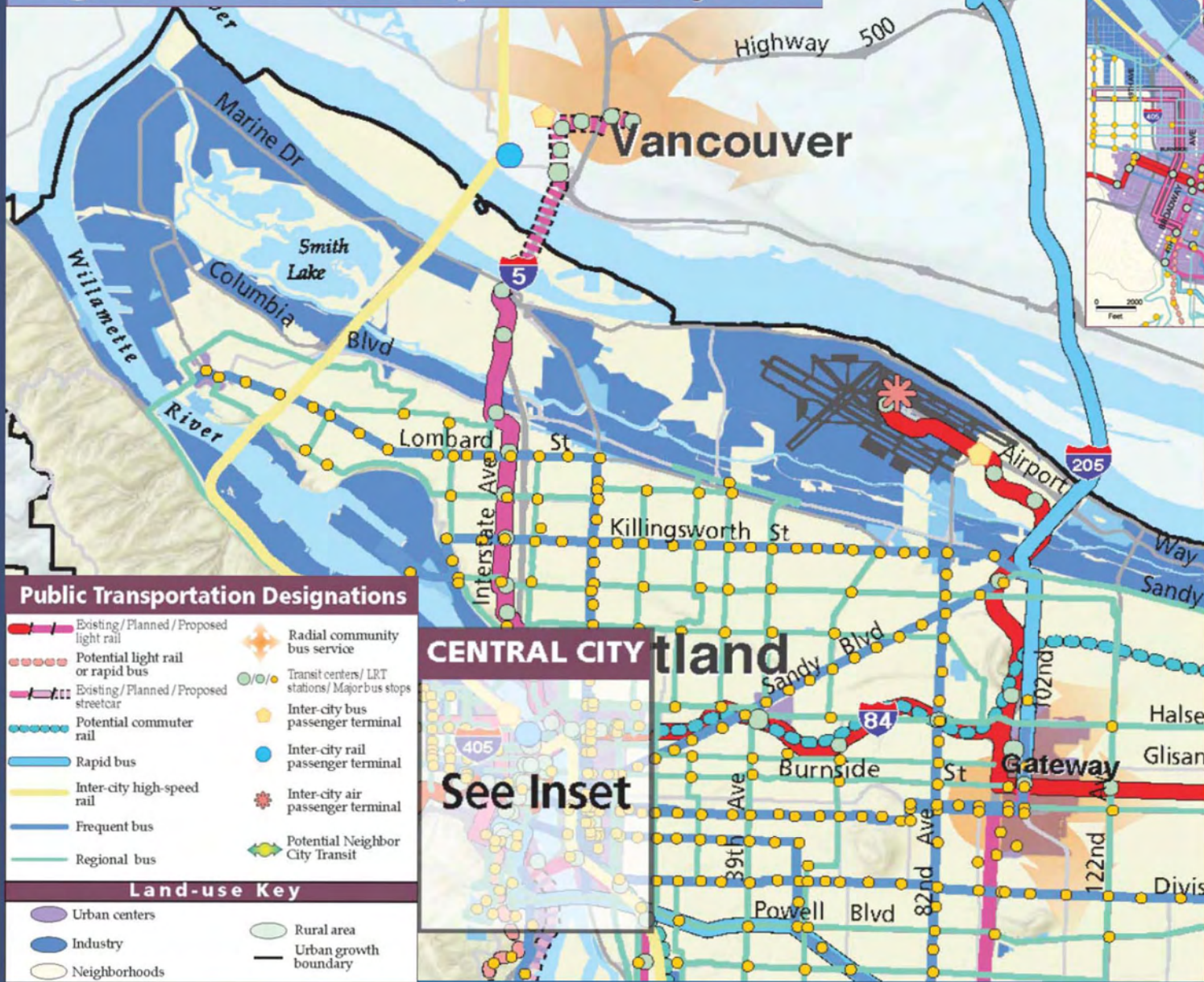
REGION 2040

Decisions for Tomorrow
2040 Growth Concept



Regional Public Transportation System

CENTRAL CITY



Regional Freight System



Intermodal truck access from the Central Business District to the Airport via Interstate 5 shall be provided along the Morrison Bridge and recent improvements to the Airport via an improved connection to Interstate 5.

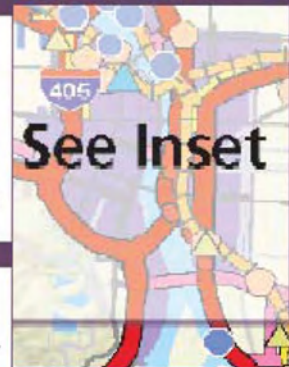
Freight Designations

- | | | | |
|--|--------------------------------------------------------------------------------------------------|--|-----------------------|
| | Main roadway routes | | Marine facility |
| | Road connectors | | Railroad facility |
| | Main railroad lines | | Air cargo facility |
| | Branch railroad lines and spur tracks | | Distribution facility |
| | (dotted lines represent proposed projects and are not intended to represent specific alignments) | | Truck terminal |
| | | | Intermodal railyard |

Land-use Key

- | | | | |
|--|---------------|--|-----------------------|
| | Urban centers | | Other urban areas |
| | Industry | | Rural area |
| | Employment | | Urban growth boundary |

CENTRAL CITY

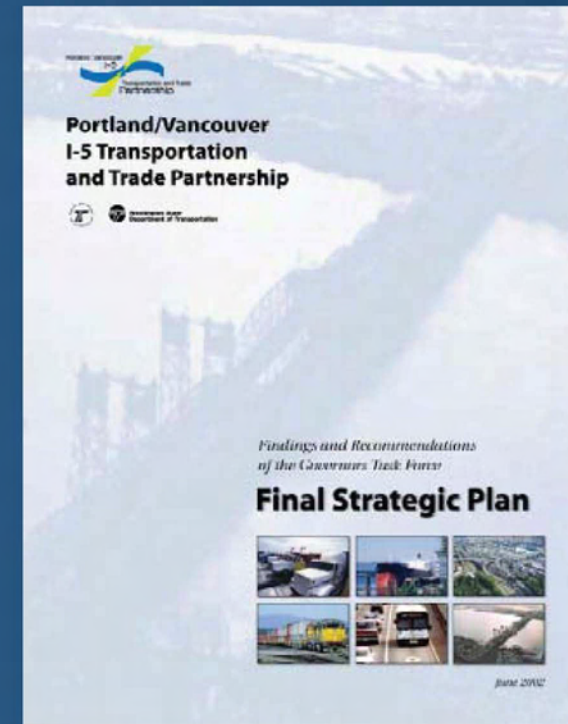


The Main Roadway designation on Burnside/181st is an interim freight route. This designation shall be replaced with a 242nd Avenue/Hogan Road route upon completion of planned improvements in that corridor.



Recommendations addressed by Columbia River Crossing

- Three through lanes in the project area, five lanes in each direction crossing the river
- Light Rail Transit crossing the river
- TDM/TSM measures assumed for all alternatives
- Establish a community and environmental justice group



The specific need to be addressed by the proposed action include:

- **Growing travel demand and congestion**
- **Impaired freight movement**
- **Limited public transportation operations, connectivity & reliability**
- **Safety and vulnerability to incidents**
- **Substandard bicycle and pedestrian facilities**
- **Seismic vulnerability**



- **39 members**
- Leaders from a broad cross section of Washington and Oregon communities
- Public agencies, businesses, civic orgs, neighborhoods and freight, commuter and environmental groups
- Advise the Oregon Department of Transportation and the Washington State Department of Transportation on project related issues and concerns



Task Force Members

Task Force Co-Chairs

- Hal Dengerink, Chancellor, WA State University, Vancouver
- Henry Hewitt, Past Chair, Oregon Transportation Commission

Public Agencies

- Commissioner Sam Adams, Portland
- Mike Bennett, Gresham
- Councilor Rex Burkholder, Metro
- Jeff Cogen, Multnomah County
- Jeff Hamm, C-TRAN
- Fred Hansen, TriMet
- Dennis Osborn, Battle Ground
- Dean Lookingbill, Southwest Regional Transportation Council
- Larry Paulson, Port of Vancouver
- Mayor Royce Pollard, Vancouver
- Commissioner Steve Stuart, Clark County
- Tom Imeson, Port of Portland

Environmental Organizations

- Lora Caine, Friends of Clark County, Southwest Washington
- Jill Fuglister, Coalition for a Livable Future, Oregon

Neighborhood Associations

- Dave Frei, Arnada Neighborhood Association, Washington
- Brad Halverson, Overlook Neighborhood Association, Portland
- Dick Malin, Central Park Neighborhood Association, Washington
- Walter Valenta, Bridgeton Neighborhood Association, Portland

Trucking Industry Organizations

- Bob Russell, Oregon Trucking Assoc.
- Larry Pursley, WATrucking Assoc.



Chambers of Commerce & Portland Business-Based Orgs

- Rich Brown, Bank of America, Portland
- Ed Lynch, Greater Vancouver Chamber of Commerce
- Grant Armbruster, Portland Business Allian
- Scot Walstra, NW Natural Gas, Vancouver

Local Economic Organizations

- Bob Byrd, Identity Clark County
- Monica Isbell, Starboard Alliance Company, LLC, Portland
- Bart Phillips, Columbia River Econ. Development Council
- Jonathan Schleuter, Westside Economic Alliance, Portland

Community Organizations

- Dave Tischer, Columbia Pacific Building Trades
- Elson Strahan, Vancouver National Historic Reserve Trust
- Jeri Sundvall-Williams, Environmental Justice Action Group
- Bob Knight, Clark College

Statewide Commuter/Travel Organizations

- Marie Dodds, AAA Oregon/Idaho
- Dave Overstreet, AAA Washington

Statewide Freight Organizations

- Jerry Grossnickle, Columbia River Towboat Association
- Karen Schmidt, Washington Freight Mobility Strategic Investment Board
- Tom Zelenka, Oregon Freight Advisory Committee

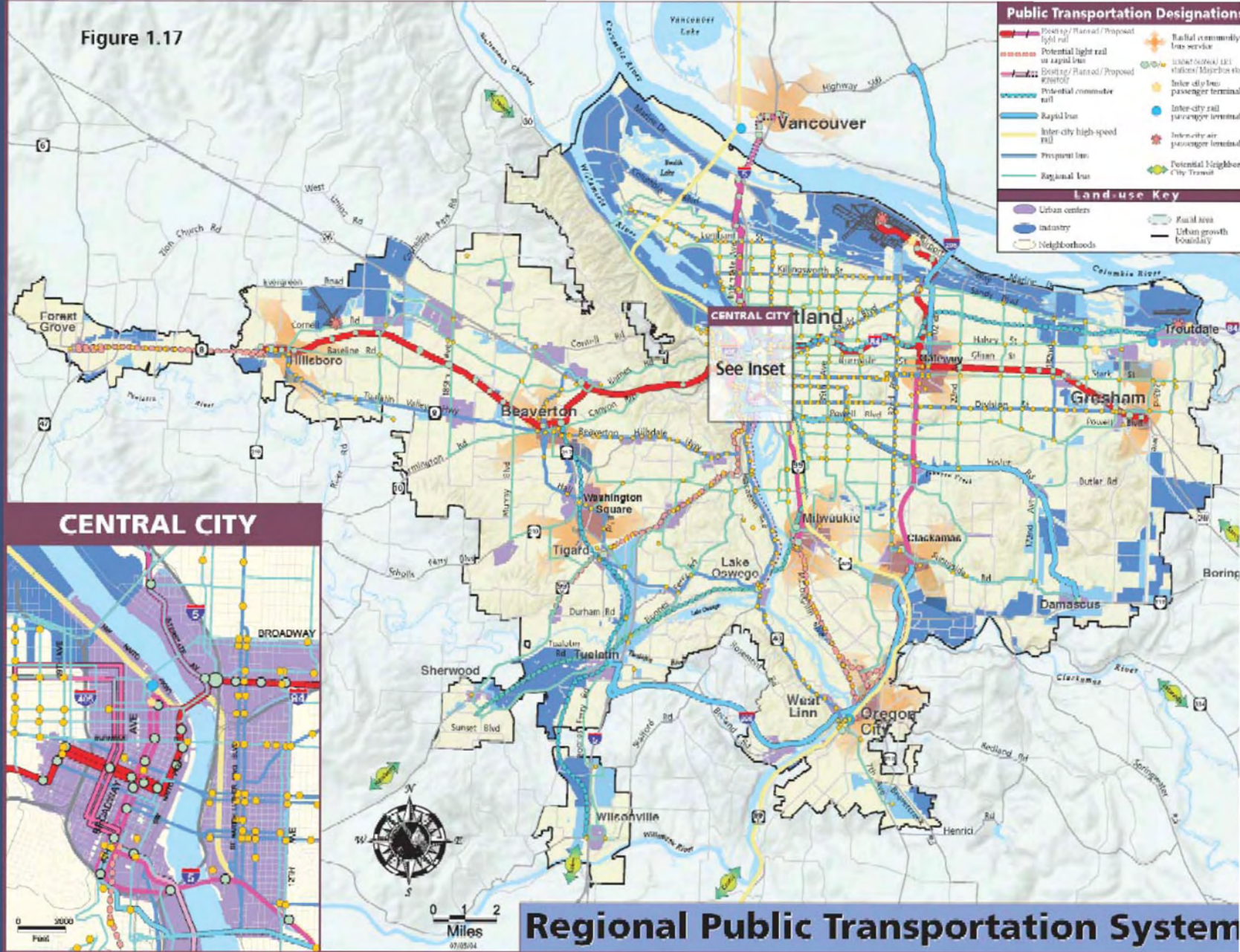




CITY OF
PORTLAND
OFFICE OF
TRANSPORTATION



Figure 1.17



Regional Public Transportation System



