



Workshop Agenda

MEETING TITLE: Project Sponsors Council Workshop with Integrated Project Staff
DATE: Friday, June 25, 2010
TIME: 10:00 a.m. – 12:30 p.m.
LOCATION: Oregon Department of Transportation Region 1
123 NW Flanders St, Portland, OR

| TIME | AGENDA TOPICS |
|------------|---|
| 10:00 a.m. | Welcome |
| 10:15 p.m. | Integrated Project Sponsors Council Staff Work Group Updates <ul style="list-style-type: none">• Metroscope• Transportation Demand Management/Managed Lanes• Performance Measures |
| 10:30 a.m. | Hayden Island Interchange Design Discussion |
| 11:45 a.m. | Break |
| 11:55 a.m. | Alternative 10-Lane Bridge Concepts |
| 12:30 p.m. | Adjourn |

TRANSIT DIRECTIONS from PORTLAND:

From SW 4th and Yamhill, board MAX Red line to Airport. Exit at Old Town/Chinatown MAX Station. Walk west to 123 NW Flanders St.

TRANSIT DIRECTIONS from VANCOUVER:

From the Vancouver Mall Transit Center, board the #4 bus (Fourth Plain WB). Exit at Delta Park/Vanport MAX station. Board MAX Yellow line to City Center. Exit at Union Station / NW 5th and Glisan St. MAX station, walk 0.2 mile north to 123 NW Flanders St.

For detailed trip planning, please contact the two transit agencies: C-TRAN, www.c-tran.com, 360-695-0123, or TriMet, www.trimet.org, 503-238-RIDE.

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) in advance of the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

WORKSHOP: Columbia River Crossing (CRC) Project Sponsors Council and Integrated Project Staff

DATE: June 11, 2010, 10:00 am – 12:30 pm

LOCATION: Washington State Department of Transportation, SW Region
11018 NE 51st Circle
Vancouver, WA 98682

PROJECT SPONSORS COUNCIL ATTENDEES:

| | |
|-------------------|--|
| Hewitt, Henry | Co-Chair, Oregon |
| Horenstein, Steve | Co-Chair, Washington |
| Adams, Sam | Mayor, City of Portland |
| Garrett, Matthew | Director, Oregon Department of Transportation |
| Hansen, Fred | General Manager, TriMet |
| Harris, Jeanne | City Councilor, City of Vancouver |
| Hammond, Paula | Secretary of Transportation, Washington State |
| Leavitt, Tim | Board Member, C-TRAN |
| Stuart, Steve | Chair, SW Washington Regional Transportation Council |

PROJECT SPONSORS COUNCIL MEMBERS ABSENT:

Bragdon, David | Council President, Metro

INTEGRATED PROJECT STAFF:

| | |
|-------------------|---|
| Brandman, Richard | ODOT CRC project director |
| Brooks, Katy | Community Planning & Outreach Manager, Port of Vancouver |
| Cotugno, Andy | Policy Advisor, Metro |
| Hamm, Jeff | Executive Director, C-TRAN |
| Lahsene, Susie | Regional Transportation and Land Use Manager, Port of Portland |
| Lehto, Alan | Director of Project Planning, TriMet |
| Lookingbill, Dean | Transportation Director, SW Washington Regional Transportation Council |
| Rorabaugh, Thayer | Transportation Director, City of Vancouver |
| Smith, Paul | Transportation Planning Division Manager, City of Portland Bureau of Transportation |
| Wagner, Don | WSDOT CRC project director |

OTHER STAFF AND PRESENTERS:

Sweeny, Patrick | City of Portland Bureau of Transportation

Note: Workshop materials and handouts referred to in this summary can be accessed online at: <http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterials.aspx>

Welcome

Co-Chair Steve Horenstein welcomed everyone to the joint workshop session of the Project Sponsors Council (PSC) and Integrated Project Sponsors Council Staff (IPS).

Hayden Island Interchange Design Progress Reports

Andy Cotugno provided an update on progress to date to explore the options for modifications to the Hayden Island interchange. The purpose of the exercise is to explore concepts that have fewer impacts but provide similar functionality. The Hayden Island Design Group, composed of staff representatives and island stakeholders, has met regularly to provide input on design options. The IPS has reviewed two interchange concepts – one alternative for an on-island interchange and one for an off-island interchange – that have sufficient information developed to evaluate their general impacts and benefits. A public meeting will be held on Hayden Island on June 14, 2010; additional refinements to these concepts and/or hybrids of these concepts may result from this feedback.

Review Concept 1: Remove Hayden Island interchange and provide alternative access

Mr. Cotugno described the concept for an off-island interchange. Access to/from Hayden Island would occur via an extension of Martin Luther King Blvd. across the North Portland Harbor connecting to Avenue C. Separate southbound off ramps provide for movements to Hayden Island and movements to westbound Marine Drive. This concept includes the eastbound Marine Drive to northbound I-5 flyover ramp and adds an arterial bridge east of I-5 from Jantzen Drive to the local street network near Bridgeton.

Discussion

Mayor Tim Leavitt asked about whether it was expected that Tomahawk Island Drive on Hayden Island would be developed as a part of the local road network. Mr. Cotugno responded that it is not yet known whether this road would be included in these alternative concepts, but it is assumed this street will be built at some point per the Hayden Island Plan.

Review Concept 2: Redesigned Hayden Island interchange

Mr. Cotugno described the concept for a modified on-island interchange. A single-point urban interchange focuses interchange traffic on Tomahawk Island Drive. Ramps to/from the south connect to I-5 south of Marine Drive, allowing northbound Marine Drive ramps to connect to I-5 without crossing the island. This concept requires inclusion of the Marine Drive southbound braided ramp with the Victory Blvd. southbound exit. Hayden Island Drive and Jantzen Drive have no ramp terminals. A new arterial bridge adjacent to light rail transit provides connection from Hayden Island to Expo Rd., continuing south to Victory Blvd. and Kenton, replacing the access to Hayden Island via the Victory Blvd. ramps to I-5.

Discussion

Director Garret asked whether Concept #2 would support transit-oriented development on the island. Mr. Cotugno responded that it was found that this concept would require the light rail transit to be located between the freeway structures and the ramp structures in order for the ramps to and from the north to arrive from the bridge to the level of Tomahawk Island Drive.

Thayer Rorabaugh asked about the height of new structures across North Portland Harbor. Mr. Cotugno responded that all bridges would likely be at the same level as I-5 (approximately 40ft). This elevation poses clearance issues for two industries on Marine Drive west of I-5. Mr. Rorabaugh asked if a west bridge landing further inland at Tomahawk Island Drive were possible. Mr. Cotugno responded that the concept as drawn shows an at-grade landing at Jantzen Drive, allowing for three intersections across the island to handle traffic volumes (expected to be 75% of traffic to/from the island). If Tomahawk Island Drive were the landing point, only two intersections would be available for that traffic.

Concept Evaluation

Mr. Cotugno provided a summary of an evaluation matrix that compares the two interchange concepts and the Locally Preferred Alternative (LPA) in three primary areas: footprint, traffic, and impacts. More detailed evaluations of these options were conducted by island residents, the SuperCenter, Port of Portland, and CRC project staff.

Discussion

Commissioner Steve Stuart asked for the IPS evaluation to include specific impacts to mainline traffic from various options. Mr. Cotugno responded that these data will be part of more detailed traffic analysis of options that move forward. Commissioner Stuart suggested that the evaluation remain focused on what is liked and disliked in terms of concept elements and where there may be additional opportunities for refinement. If a hybrid option is considered, traffic analysis should not be conducted on concepts that may not move forward.

Susie Lahsene commented that the Port of Portland wants to understand whether interchange/access options for Hayden Island (specifically ones that have additional structure over the water) would impact the viability of future bridges over North Portland Harbor. A future West Hayden Island bridge is a related project in the CRC environmental documents as well as in the Hayden Island Plan and Metro Regional Transportation Plan.

PSC members discussed the evaluation of impacts to the Safeway grocery store. General Manager Fred Hansen questioned the assumed viability of the existing Safeway store as an evaluation criterion. Director Garret asked about the potential for alternative interchange concepts to compromise the project's current Biological Assessment. Don Wagner responded "on paper" some concepts would require further biological analysis, but that there is more work to do and potential hybrid concepts that may come forward. Co-Chair Horenstein said the process should work hard not to compromise the current Biological Assessment, if possible.

Co-Chair Horenstein said the Council needs to understand more about impacts on construction schedule and cost. Don Wagner said that preliminary assessments have been conducted. In general, more structures in the water will take more time to construct. Some of the concepts have up to 20% more structure at approximately 25% greater cost.

Secretary Hammond said that the project may need to have another public meeting to share hybrid options. Co-Chair Horenstein responded that the IPS will be discussing results of the June 14th public meeting and next steps at its meeting on June 15th.

Metroscope

New RTP results

Richard Brandman provided an overview of recent Metroscope run conducted for its own Regional Transportation Plan. Compared to the older forecasts used for this project, households are projected to increase 5% and employment to decrease by 16%. These results have generated conversations around whether this is a new trend and how there can be more people in the region but less employment.

Potential CRC analysis

Mr. Brandman explained that a work group has convened to recommend an approach for CRC analysis using Metroscope. The work group consists of Dean Lookingbill, Thayer Rorabaugh, Matt Ransom, Katy Brooks, Susie Lahsene, Katherine Williams, Peter Hurley, and Andy Cotugno. The purpose of using the Metroscope model is to determine whether the CRC project will affect the ability of the region to meet land use goals. The results of this model will help inform a conversation between local decision makers about how to proceed. Work group members stressed that project-specific Metroscope results would be used relative to each other, but not in comparison to other data.

A memorandum describing a recommendation for model scenarios was prepared by Andy Cotugno on behalf of the IPS. The recommended scenarios included no build, 10-lane with tolls, and 10-lane without tolls. Mr. Cotugno explained that 10-lane comparisons were suggested based on the assumptions that the scenarios should isolate the question of the effect that tolls will have on land use and also that a comparison of 10- and 12-lane scenarios would result in only minor differences. Furthermore, some of the

differences between 10- and 12-lane configurations could be understood through results of travel time modeling conducted by the Performance Measures work group. Fred Hansen asked that the memorandum more clearly state that data are to be compared to one another.

Project Sponsors Council members decided on a comparison of 12-lane configurations for Metroscope scenarios. Metro will begin running scenarios for no build, 12-lane with tolls, and 12-lane without tolls on June 14. The modeling will take 6 weeks. Members decided that results of travel time analysis by the Performance Measures work group comparing 10-and 12-lane configurations will help inform whether a fourth scenario (10-lane no tolls) should be run.

Mr. Cotugno said that analysis of the Metroscope results will be conducted by work group participants representing perspectives in both Washington and Oregon. It is expected that other issues related to Metroscope results will be larger in scope than the CRC project and will need to be taken to the bi-state land use committee or considered in Oregon for regional planning purposes. Secretary Hammond commented that it would be useful for the work group to review results of other applications of Metroscope to projects to understand how they were used.

Performance measures

Katy Brooks reported that the work group is making progress and that data related to travel time performance will be available in the next couple of weeks. The work group will provide an update to IPS and PSC at upcoming meetings.

Number of lanes

Paul Smith reported that the IPS will review analysis on number of lanes at their June 23, 2010 meeting in preparation for an update to PSC on June 25, 2010. A full report from this work group will be on the agenda for the July 16, 2010, PSC meeting. Co-Chair Horenstein requested that the City of Portland meet with the City of Vancouver to provide an update on this work.

Next workshop

Friday, June 25, 2010 | 10:00 a.m. – 12:30 p.m.

Oregon Department of Transportation, Region 1
123 NW Flanders Street
Portland, Oregon



**Public Comments Addressed to
CRC Project Sponsors Council
June 11, 2010 – June 24, 2010**

Project Sponsors Council Comment Form

The governors of Oregon and Washington charged the Project Sponsors Council with advising the project on completion of the Final Environmental Impact Statement, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

Final Environmental Impact Statement

Project design

Project timeline

Sustainable construction methods

Consistency with greenhouse gas emission reduction goals

Financial plan

Other _____

ONCE AGAIN NO SUBSTANTIAL DECISIONS
MADE TO INDICATE WHAT THE FINAL CRC
PROJECT WILL "LOOK" LIKE.

"TALK! TALK IS FOR LOVERS! MERLIN,
I NEED THE SWORD!"

UTHER PENDRAGON TO MERLIN THE
MAGICIAN REQUESTING THE SWORD
EXCALIBUR,

Jamesdnewton@yahoo.com

— over —

WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

Email Yes No

Presentation at community meeting Yes No

Web site Yes No

Information booth Yes No

Facebook Yes No

Newsletter or mailing Yes No

Twitter Yes No

CRC-sponsored workshop or open house Yes No

NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name (First & Last Name, Organization) _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____ Date _____

Contact person, telephone : _____

Translation | *Does your group need information in a language other than English?*

Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

YES Would you like to be added to the project

NO mailing list?

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____

Thank you!

*Please give this form to a staff person
or send it to the project office in a
stamped envelope.*

MAIL


**Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660**


FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

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TITLE VI NOTICE TO PUBLIC  It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. For language interpretation services, please contact the project office at (866) 396-2726. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

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MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|---|---|
| <input type="checkbox"/> Final Environmental Impact Statement | <input type="checkbox"/> Consistency with greenhouse gas emission reduction goals |
| <input type="checkbox"/> Project design | <input type="checkbox"/> Financial plan |
| <input checked="" type="checkbox"/> Project timeline | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Sustainable construction methods | |

Either no other elected official has an answer to the delay tactics for the CRC project or there is in fact a silent wink and nod approval of the delay. I suspect the latter because the CRC has become our regions version of the national health care bill.

Once there was a party with a 60 vote majority in the senate, there was no doubt the health care bill would be passed. The only questions were what would individual senators have to be offered before officially announcing a yes vote. Everyone off the Project Sponsors approved of a new bridge. It will be a 10-12 lane bridge. It will have tolls as will I-205. The question is what will Sam Adams receive to officially announce his support? Even though David Brazdon ~~was~~ carried Adams water, Brazdon is a non-concern. Brazdon is the "Rabbit" setting the early pace, but allowing the big names finish the race. Like the "Rabbit" Brazdon will drop out to become a lobbyist for the freight haulers industry. After all to Brazdon "CARS ARE JUST in the way".

Here is what Sam Adams wants to sign off: 1) substantial commitment of dollars to rework the Rose Quarter, 2) Formation of another Large Agency to supervise the project, and 3) Light Rail as the Required. All of these will require Don Wagner and the state of Washington to pony up To Adams' Astute political manoeuvres.

— over —

WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

Email Yes No

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Information booth Yes No

Facebook Yes No

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Twitter Yes No

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Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

YES Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization)

JAMES D.W. NEWTON

Address (Street, City, State, Zip)

Jamesdwnewton@yahoo.com

E-mail (enter address to receive monthly electronic updates)

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL

Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

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MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- | | |
|---|---|
| <input type="checkbox"/> Final Environmental Impact Statement | <input type="checkbox"/> Consistency with greenhouse gas emission reduction goals |
| <input type="checkbox"/> Project design | |
| <input type="checkbox"/> Project timeline | <input type="checkbox"/> Financial plan |
| <input type="checkbox"/> Sustainable construction methods | <input checked="" type="checkbox"/> Other _____ |

PSC 6/21/10

It's nearly impossible to hear
- from the audience
the conversation. Please FIX the
or hold future meetings elsewhere.

— over —

WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

- | | | | | | |
|----------|------------------------------|-----------------------------|--------------------------------------|------------------------------|-----------------------------|
| Email | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Presentation at community meeting | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Web site | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Information booth | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Facebook | <input type="checkbox"/> Yes | <input type="checkbox"/> No | Newsletter or mailing | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| Twitter | <input type="checkbox"/> Yes | <input type="checkbox"/> No | CRC-sponsored workshop or open house | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

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Yes What language? _____

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- YES** Would you like to be added to the project mailing list?
 NO

Name (First & Last Name, Organization) _____

Address (Street, City, State, Zip) _____

E-mail (enter address to receive monthly electronic updates) _____


Thank you!


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Hines, Maurice

From: james@dancingmuse.com
Sent: Friday, June 11, 2010 8:29 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

From: James Martin
E-Mail: james@dancingmuse.com
Comment or Question:
Build a third bridge that doesn't need to be raised when ships come by.
Also, add an extra tax to help pay for the bridge on Washington people who work in Oregon.
That's where most of the rush hour traffic comes from.

Hines, Maurice

From: Ali Corbin [ali.corbin@gmail.com]
Sent: Monday, June 14, 2010 6:22 PM
To: Columbia River Crossing
Subject: To the Columbia River Crossing Task Force:

Have you no shame?

In a cost-savings initiative you are proposing leaving the existing bridge from Portland to Hayden Island intact, but widening the roadway, and **eliminating the current sidewalk**, forcing pedestrians to walk far out of their way to reach the transit bridge.

This is counter to your own charter, which pledges you to improve access for all modes of transportation. This action would worsen pedestrian access.

This is also counter to ORS 366.514, which states, in part:

<i>Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated.</i>

There is an exception allowed if the cost is excessively disproportionate to need or probable use, which doesn't not apply here. Firstly, the probable use of the current sidewalk is high. And secondly, the sidewalk already exists. You are proposing spending money to tear it out.

This action would return us to the madness of the 50's and 60's, when we regularly ripped out sidewalks to add lanes for cars, leaving large swaths of American cities inaccessible to pedestrians.

Have?
You?
No?
Shame?

Alice Corbin
1900 NW 28th Pl
Portland OR

Hines, Maurice

From: Herman Kachold [hkachold@msn.com]
Sent: Wednesday, June 23, 2010 10:12 PM
To: Ed Garren; Pamela Ferguson; Columbia River Crossing; Tom Dana; rlsx@aol.com; Jennifer Vachon; Mike Francis; Erick R. Reddekopp; Matthew.L.Garrett@state.or.us; mzusman@wweek.com; info@portlandsentinel.com; Marilyn Weber; letters@columbian.com; Adams, Sam; Bragdon, David; HansenF@tri-met.org; letters@news.oregonian.com
Subject: Hayden Island, Environmental Justice and Off Island Interchange

June 25, 2010

To The CRC/Project Sponsors Council

ENVIRONMENTAL JUSTICE

Hayden Island Manufactured Home Community is a Environmental Justice Community(EJC). The following is from the EPA website about EJC:

"Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work."

I would request that the CRC comply with all aspects of the Environmental Justice guidelines. More development on Hayden Island will certainly bring up more Environmental Justice points to address in the future and having a good foundation to work from will be beneficial to all residents.

With our community of seniors, persons with limited mobility, children and others living and visiting here, Livability on Hayden Island during and after construction of the CRC Project is of utmost concern to us. Air pollutants, water line damage, access on and off the island, electric power disruption, gas line breakage, emergency services, demolition, the list of concerns can be very long.

CROSSING THE ISLAND

The Hayden Island Livability Project began with the "Safe Our Safeway" campaign at the end of 2009 and continued with the "No 22 Lanes Across Hayden Island" earlier this year. The only interchange that would preserve the Safeway and reduce the footprint on the island is the off island plan that the City of Portland came up with, in the spirit of bringing Hayden Island into the city. This would move the traffic load off the island and reduce the impact on the Island. With the local access bridges as part

of this plan we would be able to get on and off the Island without having to use I-5.

The Local Preferred Alternative(LPA) is just to much for our Island to handle. It seems like a step back in time to the '60's and '70's when there was never enough concrete to go around! I have not talked to many locals or non-locals that prefer the LPA, makes me wonder how it got it's name?

Thank You,
Herman and Carroll Kachold
1501 N. Hayden Island Drive, 42B
Portland, OR 97217
Members of HILP, Hayden Island Livability Project

Hines, Maurice

From: Patti Fulcher [patti1portland@clear.net]
Sent: Monday, June 14, 2010 8:47 PM
To: Columbia River Crossing
Subject: CRC Project

These comments are in response to the June 14, 2010 CRC Meeting held at the Jantzen Beach Super Center. We are residents of the Jantzen Beach Moorage. Our moorage has had representatives working in conjunction with this project for over 5 years. They, with the support of the membership, have worked in good faith to minimize the impact of this project on the moorage. It is our opinion that the bridge should be built within the footprint of the refined LPA. With that said, we support the IPS Concept #2 On Island Access Plan. This plan will reduce the footprint of the bridge while still providing better access to the island with an arterial bridge for local traffic, light rail, and a respect for the work done on the Hayden Island Neighborhood plan.

Respectfully,
Ron and Patti Fulcher

Hines, Maurice

From: Michelle Lackey [drlolaonline@gmail.com]
Sent: Wednesday, June 16, 2010 11:26 AM
To: Columbia River Crossing
Subject: NO to off-island access alternative

Categories: Orange Category

This results in basically 3 bridges, so would be cost prohibitive.

Plus by cutting up JBMI, the marina would be basically "out of business," because it would not have sufficient members to maintain the houseboat marina.

This must be the most costly!

NO, NO, NO.

Dr. Lola Lackey

Hines, Maurice

From: david099@comcast.net
Sent: Wednesday, June 23, 2010 11:23 PM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Red Category

From: David Johnson
E-Mail: david099@comcast.net
Comment or Question:

I need to know when construction date schedules let me know and install date for toll schedule on I-205 and I-5? let me know.

Does a construction coming with light rail and freeway? and work in water? date? Thanks. I write in support of Columbia River Crossing project.



Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800
Portland OR 97204

Members June 18, 2010

David Aulwes

Carolyn Briggs

Ali Corbin

Elaine Friesen-Strang

Erin Kelley

Doug Klotz

Jess Laventall

Sumi Malik

Rod Merrick

Elizabeth Mros-O'Hara

Marian Rhys

Alison Wildman

To:

Portland Mayor Sam Adams
Portland City Council Members
CRC Independent Review Panel Members
CRC Project Sponsors Council Members
CRC Project
Metro Council Members
Representative Earl Blumenauer
Senator Ron Wyden
Senator Jeff Merkley

Subject: Columbia River Crossing Project (CRC) LPA Endorsement Rescinded

Dear Reader,

The Pedestrian Advisory Committee (PAC) for the City of Portland has actively contributed to the formulation of the Columbia River Crossing project design for several years through its representation on the Pedestrian Bicycle Advisory Committee (PBAC) and in reviews by the full committee of key elements at significant milestones.

Our support for the project has been firm but conditional. Early on we expressed concerns to the project leadership about short circuiting consideration of regional and statewide transportation, environmental and urban design policies. A narrowly defined project study area, reluctant embrace of multi-modal goals, and lack of concern for urban design issues characterized CRC project framing statements and contributed to the ongoing friction with local leadership. Fundamental flaws in the regional traffic and land use impact analysis and mediocre quality of design of the structure and especially the Hayden Island interchange seemed intractable. On the other hand, with CRC project staffs' informative and responsive facilitation, real progress in developing a quality bike, pedestrian, and transit facility led to our endorsement of the LPA in the Fall of 2009.

By the end of 2009, with congressional demands to reduce cost, the now oxymoronic "Locally Preferred Alternative" or cost cut LPA was presented with shocking disregard for the needs of cyclists and pedestrians that had been carefully integrated into earlier designs. The 12-lane highway bridge posing as a 10-lane bridge was preserved. A long silence in the ensuing months was reassuring in that dissatisfaction with the results caused the state's governors to appoint a bi-state committee to evaluate the project direction and to consider options that would address concerns of local government.

However, we are acutely aware that the base line for the project remains the cost cut LPA. We take strong exception to the following deficiencies:

1. Reduced bicycle and pedestrian connections to Hayden Island. The pedestrian walkway provided on the reused channel crossing bridge was removed entirely. This provided the important connection between the Bridgeton neighborhood to the south and Hayden Island shopping, residential and workplace destinations as well as a safe walk off facility for stranded

motorists. Access to Hayden Island now requires hundreds of feet of out of direction travel to reach the remaining walkway.

2. Bike and pedestrian facilities have been made inadequate to carry projected volumes in a safe manner. The sole remaining bike-ped path programmed to connect to the main river crossing was reduced to 16 feet from the south bank Forty Mile loop to the point where it joins the 24 foot wide bike ped path on the main river crossing. The 24-foot width was not an arbitrary number but one based upon safe separation between modes and 30 year projections of cyclist and walker traffic volumes. It includes 6-foot lanes in each direction for fast moving cyclists as well as 12 feet to be shared by slower cyclists and pedestrians moving in both directions. This would be similar to bike lanes and sidewalks mandated for city arterials. Moreover, the adjacent empty under bridge cell could be used for expansion beyond the 30 year projection horizon. The truncated and dangerously narrow 16-foot path connecting what is likely to be the most heavily used segment between the Island and North Portland is simply inadequate in width.
3. The reduced cost "LPA" claimed to have narrowed the bridge to 10 lanes from 12. Actually each bridge was narrowed by a mere 4 feet so that with lane striping they could be converted easily from 10 to 12 lanes. Whenever the prospect of widening ped facilities was mentioned early in the process, the PBAC was told that every foot of sidewalk width would cost millions. Somehow this thinking failed to translate to reducing auto lanes or lane width while bike and ped facilities were dismantled in the name of savings.
4. The resulting design is pieced together at the south end, inflicts maximum degradation to the urban environment of Hayden Island, opens the floodgates of traffic to plug I-5 at the Rose Quarter, opens the opportunity for more high-speed accidents and results in a bridge of no memorable quality and provides grossly inadequate pedestrian and bicycle facilities to serve the surrounding urban fabric.

For the reasons stated above, the Portland Pedestrian Advisory *withdraws support for the proposed LPA and retracts past recommendations for approval*. We will comment separately on other options that may be developed once we have had the opportunity for a full review.

Thank you for considering our views.



David Aulwes
Chair, Portland Pedestrian Advisory Committee

cc: Paul Smith, Portland Bureau of Transportation
John Gillam, Portland Bureau of Transportation
David Parisi, Columbia River Crossing Project



Portland Pedestrian Advisory Committee

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June 18, 2010

To:

Portland Mayor Sam Adams
Portland City Council Members
CRC Independent Review Panel Members
CRC Project Sponsors Council Members
CRC Project
Metro Council Members
Representative Earl Blumenauer
Senator Ron Wyden
Senator Jeff Merkley

Subject: Columbia River Crossing Project (CRC) Forward Assessment

Dear Reader,

The Portland Pedestrian Advisory Committee (PAC) is writing this letter to express our deep concern about the status of the Columbia River Crossing project. There is an impression that project leadership is out of touch with the region's priorities, leadership, and constituent advisories. Appearances suggest a rush to decision and final engineering in order to end a design process that is in fact far from resolved. If the impression and approach are not adjusted we are concerned that the project is at risk to fail.

The Crossing project will have a long lasting imprint on the cities of Portland and Vancouver and has the potential to bring great benefits. The PAC has supported the project and consistently participated in the formulation of the design over several years through its representation on the CRC Pedestrian Bicycle Advisory Committee (PBAC).

Summary of Recommendations

Key recommendations described in greater depth in the attachment to this letter include:

1. A rebalancing of project goals and design team organization to better address the urban context of the project. This will place moving passengers and freight on the road system in a context of adopted sustainability goals, urban design considerations, and the desired outcome for the character of the structures. Big picture design leadership will be needed at the center of this effort.
2. The PBAC and other project advisories must be reconvened and supported during the development of alternatives as soon as possible so that all stakeholders can provide the client/customer role feedback essential to the success of this project.
3. Pedestrian and bicycle facilities are integral to the goals of the project. Quality facilities for these modes must be restored and made integral to the development of all elements of any alternatives to be seriously considered.

We very much appreciate your consideration of our concerns. Please learn more about the context and detail behind these recommendations on the pages following. We urge the governors,

CRC Forward Assessment

congressional leadership, and leading project staff to immediately take steps to support these necessary changes to rebuild trust and credibility before advancing any LPA configuration.

We appreciate your time to evaluate our concerns.

With sincere regards,



David Aulwes
Chair, Portland Pedestrian Advisory Committee

cc: Paul Smith, Portland Bureau of Transportation
John Gillam, Portland Bureau of Transportation
David Parisi, Columbia River Crossing Project

Context

In the stated goals of the CRC alternatives analysis and DEIS, public participation and input has been identified as a cornerstone of the design process. Special weight is given to the modes of bicycle and pedestrian facilities, transit, roadway freight, and auto capacity. However, front and center issues for a massive structure in an urban setting were essentially an after thought. The need to address urban design issues such as the impacts on neighborhoods, regional congestion, regional land use impacts and overall system design and the character of the bridge and approaches seemed to be in last place. Despite controversy over the urban design issues like these, significant progress was made in developing a workable multi-modal facility. Both the PBAC and the PAC provided letters of conditional endorsement. That was until the Fall of 2009.

For the work leading to the unveiling of the cost cut LPA in January of 2010 and during the succeeded months, the communication and the process changed. It could be said that it was dismantled. Since then the PBAC, which met monthly for more than two years with 15-20 regular participants, became dormant. The cut LPA was designed without input from PBAC and eliminated essential pedestrian and bicycle elements that were part of the preceding approved design.

Local governments, increasingly unhappy with the lack of forethought about urban design considerations, demanded re-evaluation of this now mischaracterized "Locally Preferred Alternative." Their consultants and agencies are working intensively to develop information and options that address goals and issues that CRC project leadership had neglected to consider or prematurely dismissed.

On June 10, 2010 members of the PBAC were informed of a Project Sponsors' Workshop to review 2 new options and the LPA on the next day, invited to a Public Comment on the Hayden Island Interchange Options on the 14th, and informed of a Project Sponsors Council Review of Hayden Island Interchange Options 10 days later. Neither of the options appeared to have been vetted for feasibility or ready for public comment. We learned subsequently that another more promising option was apparently suppressed for consideration by the CRC leadership team. An invitation to a hearing is not equal to an informed committee discussion of the issues. The fact the Project Sponsors Council was presented only with weaker alternatives leads to the observation that the CRC management team may have decided to discredit options in favor of the baseline LPA.

CRC Forward Assessment

Recommendations

1. The Long standing advisory committees to the CRC project, such as the freight working group, the urban design advisory group, and the community and environmental justice groups represent the interests of the users of the facility and those affected by its presence. A transit advisory is also needed. Together they provide input that is essential to maintaining balance and continuity in the decision process. New options moving forward without these sounding boards is shortsighted and unacceptable. The PBAC and other advisories must be reconvened and supported as soon as possible so that all stakeholders can provide the client role feedback so necessary to ensure the success of this project.
2. Quality bike and pedestrian facilities are essential to the support and success of the project - not secondary considerations. Programmatic requirements developed over the years by the PBAC are integral to any and all design options and budget constructs. Based on a review of the May 14 Sponsors Council workshop meeting notes, discussions of new options did not include bike and pedestrian facilities and this appears to be consistent in the generation of other options as well.
3. The PAC supports a rebalancing of project goals and design team organization to place urban design principles and big picture design leadership at the center of this effort. For example, we support the City of Portland efforts to test ideas for reducing lane count and reworking the connections to Hayden Island which is saddled with a massive interchange completely inappropriate to its future as both a smaller retail center and a model 20 minute walking scale community around high capacity transit. Such an approach should become an accepted design parameter going forward. The long-term pressure to widen I-5 through the Rose Quarter resulting from the 12-lane design is an example of an urban design issue denied.
4. We ask the CRC leadership team to avoid what appears to be a dismissive and wasteful effort to discredit options such as the Marine Drive-Hayden Island Hybrid Concept in favor of the failed "cut LPA" that the PAC has voted not to endorse. There needs to be in place a schedule for the advisory committees and public presentations to evaluate refined design goals and a range of credible solutions.

Without being dismissive of the financial burden of the ongoing design process, it is fair to say that it pales in comparison to constructing and maintaining a poorly conceived design that drives up future downstream costs and fails to work towards sustainability goals as well. Nor should this process be abbreviated in the name of limited time and project deadlines. While there is legitimate concern for financial impacts they are essentially arbitrary at this midway phase of assessing design options if in the process support for the project is lost.

**Columbia River Crossing
Performance Measure Analysis
Project Sponsors Council
6-25-10
Summary Findings**

Comparisons:

1. **LPA Full-Build** - (12 lanes, Victory braided ramp, Marine Dr. flyover, new slough bridge, SR 500 NB I-5 ramp)
2. **LPA Phase I** - (10 lane, no braid, flyover, slough bridge, SR 500 NB ramp)

Commuter Findings:

Southbound a.m.

- Existing delays are significant
- No-build delays are substantially worse
- Both the LPA Full-Build and LPA Phase I provide improvement, but are affected/constrained by downstream Rose Quarter/I-405 congestion

Northbound p.m.

- Existing delays are significant
- No-build delays are substantially worse
- Both the LPA Full-Build and LPA Phase 1 substantially improve northbound p.m. commutes
- Some improvement on LPA Full-Build over LPA Phase I

Freight Findings:

Southbound a.m.

- Travel time is comparable to existing and no-build due to the affects of metering on the bridge (freer flow of commute/all traffic over the bridge will increase delay at Marine Drive over today's travel times)
- Southbound a.m. improvements are affected by the Rose Quarter/I-405 downstream congestion

Northbound p.m.

- Existing delays are significant
- No-build delays are substantially worse
- LPA Full-Build and Phase I provide significant travel time improvements
- Improvements also measured in reduction of total congestion hours from 15 to less than 2 in the northbound peak, benefiting freight off-peak travel windows

Greenhouse Gas/Emissions:

- Comparisons forthcoming

Benefit/Cost Ratio:

- Comparisons forthcoming

Safety:

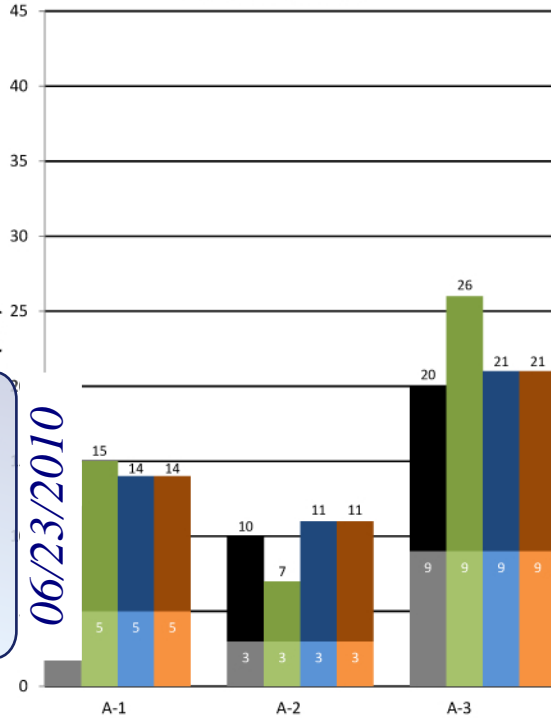
- Total accidents with LPA Full Build = 200 crashes
- Value of accidents savings with LPA Full Build = (to be determined)
- Total accidents with LPA Phase I = 240 crashes
- Value of accident savings with LPA Phase I = (to be determined)

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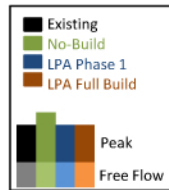
Freight Movements to and from Marine Drive Ramp Terminal

Southbound AM

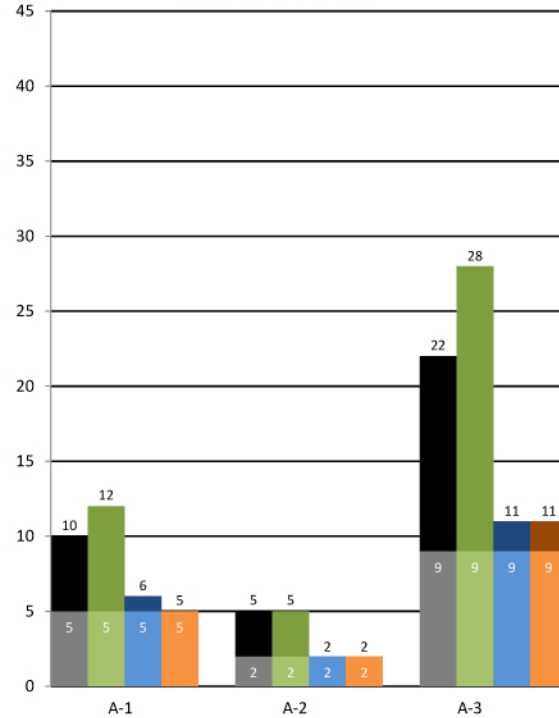


Travel Time Segment Designation

- A-1 - I-5 southbound north of SR 500 to Marine Dr. ramp terminal
- A-2 - Marine Dr. ramp terminal to I-5 southbound at Columbia merge
- A-3 - Marine Dr. ramp terminal to I-5 southbound adjacent to northbound I-5 to I-84 diverge



Northbound PM



Travel Time Segment Designation

- A-1 - Marine Dr. ramp terminal to I-5 northbound north of SR 500
- A-2 - I-5 northbound at Columbia diverge to Marine Dr. ramp terminal
- A-3 - I-5 northbound at I-84 diverge to Marine Dr. ramp terminal

I-5 Southbound North of SR 500

Columbia River
Marine Drive Ramp Terminal

I-5 Southbound at Columbia Merge

Adjacent to Northbound I-84 Diverge

I-5 Northbound North of SR 500

Columbia River
Marine Drive Ramp Terminal

I-5 Northbound at Columbia Diverge

I-5 Northbound at I-84 Diverge

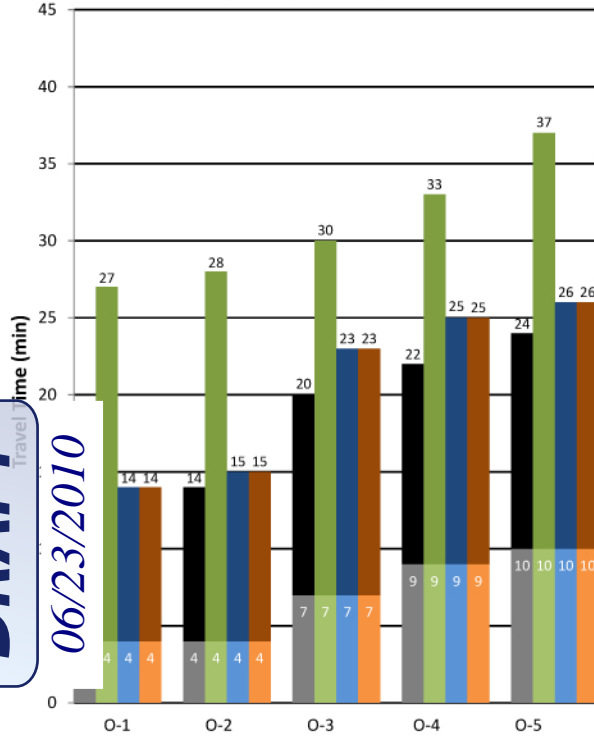
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Travel Time
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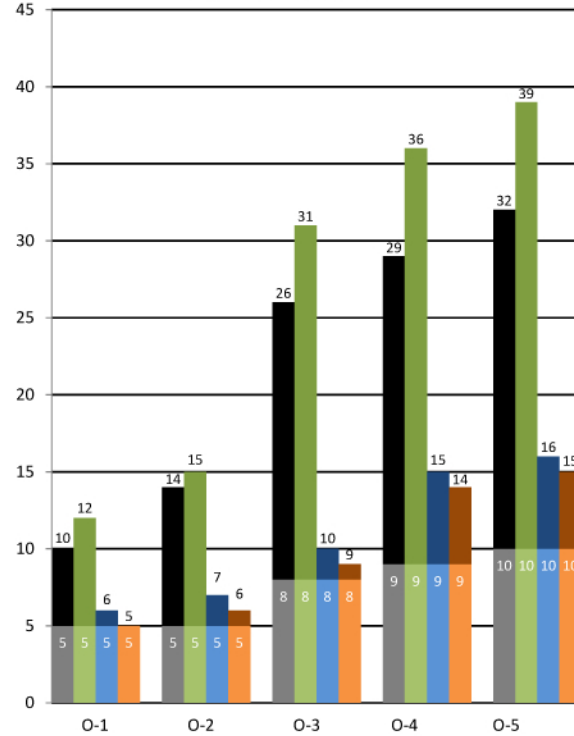
Commuter Movements to and from SR 500 Under the P Street Overpass

Southbound AM

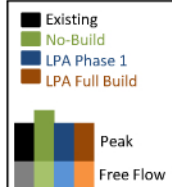


- O-1 - Westbound SR 500 under the P St. overpass to Marine Drive ramp terminal
- O-2 - Westbound SR 500 under the P St. overpass to Interstate Avenue ramp terminal
- O-3 - Westbound SR 500 under the P St. overpass to Alberta Street ramp terminal
- O-4 - Westbound SR 500 under the P St. overpass to Broadway off-ramp
- O-5 - Westbound SR 500 under the P St. overpass to Morrison Bridge off-ramp

Northbound PM



- O-1 - Marine Drive ramp terminal to SR 500 under the P Street overpass
- O-2 - Interstate Avenue ramp terminal to SR 500 under the P Street overpass
- O-3 - Going Street ramp meter to SR 500 under the P Street overpass
- O-4 - Broadway ramp terminal to SR 500 under the P Street overpass
- O-5 - Morrison EB/WB merge to SR 500 under the P Street overpass



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