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CITY OF

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**PORTLAND, OREGON**

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**Tom Potter, Mayor**  
Sam Adams, Commissioner  
Nick Fish, Commissioner  
Randy Leonard, Commissioner  
Dan Saltzman, Commissioner

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June 18, 2008

CRC Task Force Co-Chairs Hewitt and Dengerick  
Columbia River Crossing  
700 Washington Street  
Vancouver, WA 98660

Dear CRC Task Force Co-Chairs Hewitt and Dengerick:

The purpose of this letter is to document the direction the City of Portland is providing to its delegate on the Columbia River Crossing (CRC) Task Force prior to the scheduled vote to advance a Locally Preferred Alternative for the CRC project to sponsoring agencies.

The City of Portland has long pursued policies that promote sustainable transportation options, compact urban form, economic vitality, environmental justice, neighborhood livability, and the wise use and conservation of our limited natural resources.

Any Locally Preferred Alternative (LPA) and Columbia River Crossing project must satisfy these council priorities, supporting their implementation now and in the future. The City of Portland supports an LPA that meets the need and purpose statements of the CRC, including freight mobility, transit, bicycle and pedestrian options, and above all the safety of the people that use Oregon's transportation system. We also feel strongly that the I-5 bridge over the Columbia River should be a beautiful, iconic structure, appropriate for the gateway to Oregon and Washington. The CRC project should provide the highest model of sustainability design including stormwater management.

In considering these policies and purposes, we have considerable concerns that will need to be addressed in adopting an LPA. Our support of an LPA is contingent on an alternative that provides, among other elements, 1) Light rail transit extended to Hayden Island and Vancouver, Washington; 2) a Replacement Bridge with three through lanes with the number of auxiliary lanes to be determined through a subsequent public process that includes approval by all CRC sponsoring agencies; 3) Tolls and tolling policy designed to manage travel demand as well as provide an ongoing funding source for bridge capital, operations and maintenance, and 4) adoption of Urban Design Guidelines established by the committee co-chaired by Mayor Pollard and Commissioner Adams.


The planning process proscribed and funded primarily by the United States Department of Transportation limits the decisions before the Task Force and the local agency sponsors. These elements are of paramount importance to the City of Portland. The project will have an impact on our city for generations to come. Portland, and the other sponsoring agencies,

must review and approve 1) the size, location, design and aesthetics of the bridges and highway facility in the project area; 2) the size, design and location of the bicycle and pedestrian facilities in the project area; and 3) the location and design of the light rail transit facility including stations. The City of Portland and ODOT should agree on the design of the Marine Drive and Hayden Island interchanges. Furthermore, the sponsoring agencies should have a project oversight role and should agree on tolling policies, transit station area planning and project design.


Adoption of any LPA by the City Council shall include conditions ensuring these issues receive the input and oversight by the City of Portland and other sponsoring agencies in an appropriate manner. Our detailed recommendations on the LPA are attached.




Tom Potter  
Mayor



Sam Adams  
Commissioner



Randy Leonard  
Commissioner



Dan Saltzman  
Commissioner



Nick Fish  
Commissioner

**City of Portland Recommendations on Columbia River Crossing  
Locally Preferred Alternative (LPA)**

Locally Preferred Alternative Recommendations

- LPA 1. The Replacement Bridge is recommended as the river crossing component of the LPA
- LPA 2. Light Rail Transit (LRT) is recommended as the high-capacity transit component of the LPA
- LPA 3. Further technical analysis and public involvement is needed to determine the “appropriately sized” bridge for all multi-modal components.
- The City of Portland understands that the size bridge analyzed in the DEIS is a maximum-impact design for the purpose of NEPA and not a commitment on bridge size. The City of Portland recommends that the next phase focus on the smallest bridge possible to meet project needs.
- LPA 4. The highest quality architecture for the project allowable by engineering limitations/reasonable cost shall be employed for both the Columbia River span and the Portland Harbor span.
- Reconsider the constraints on bridge design related to navigation and airspace.
- LPA 5. The project shall include a “World-Class” facility for pedestrians and bicyclists crossing the Columbia River and throughout the project area.
- LPA 6. The CRC project shall provide the highest model of sustainability design and construction applications for a bridge of its proposed size and scale, including a comprehensive stormwater strategy.
- LPA 7. A comprehensive transportation demand management (TDM) strategy shall be developed including the use of variable-priced tolling in perpetuity.
- LPA 8. The CRC project should contribute to a reduction of vehicle miles traveled (VMT) per capita in the bi-state metropolitan area.
- LPA 9. The I-5 Columbia River Crossing project shall consider long-range plans for freight movement; both truck and rail, including improvements to the nearby rail bridge over the Columbia River and the connecting rail facilities in Vancouver and Portland.
- LPA 10. The CRC project shall develop a detailed financing plan showing costs and sources of revenue. The financing plan shall indicate how the use of the identified federal, state and local (if any) revenues would impact the financing of other potential transportation projects in the region. Any Oregon State gas tax revenues used to finance the CRC project shall come from the State’s share of new gas tax revenues thereby not reducing the share of new gas tax revenues allocated to the counties and cities.
- LPA 11. The CRC project shall contract for an independent analysis of the greenhouse gas and induced automobile travel demand forecasts for the project.

### Hayden Island Interchange Recommendations

- HI 1. The CRC project must provide an ultra high-quality LRT station on Hayden Island that provides a community focal point. Safe, attractive and accessible pedestrian and bicycle facilities shall be incorporated into the station area design.
- HI 2. CRC project arterial streets providing access to the interchange shall also serve community needs, and provide bicycle and pedestrian facilities and street trees. Smaller scale arterial streets than currently indicated in the DEIS should be considered.
- HI 3. The western termini of the CRC project arterial street improvements on Hayden Island Drive and Jantzen Beach Drive should be extended to the planned primary north-south future public street (approximately 600 feet west of the freeway ramp intersections).
- HI 4. The extension of Tomahawk Drive under the freeway shall be designed as a community main street highlighting the needs of pedestrians and bicyclists and local traffic access. Design issues to be resolved include the provision of acceptable vertical and horizontal clearances, property access, storm water management and creating an attractive and safe environment under the freeway.
- HI 5. The CRC project should participate and allow for the re-use of areas north of Hayden Island Drive that are disrupted by construction or used for construction activities, for open space, storm water management and habitat restoration.
- HI 6. The CRC project, ODOT and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP). The IAMP shall consider the principles of IAMP standards balanced with current and future property access and in coordination with a master street plan for Hayden Island.

### Marine Drive Interchange Recommendations

- MD 1. The next phase of the CRC project development process should continue to evaluate the interchange design alternatives presented in the DEIS.  
The evaluation should recognize that this is a freight priority interchange and also consider potential future land use opportunities, the current and future needs of Expo and the protection of the Vanport wetlands.
- MD 2. Implement a network of pedestrian and bicycle facilities to improve connectivity in the interchange area, and connecting to Bridgeton and to Hayden Island under all interchange design options.
- MD 3. The CRC project should include an extension of the pedestrian and bicycle facilities to Bridgeton including a first phase construction of the Bridgeton Trail.
- MD 4. Under all interchange design options the potential for a local street connection (non-freeway) to Kenton should be evaluated.

- MD 5. The CRC project, ODOT and the City shall work cooperatively in the development and adoption of the required Interchange Area Management Plan (IAMP).

#### Pedestrian Bicycle Facilities Recommendations

- PB 1. A multi-use facility should provide for three separated facilities and space dedicated for southbound bicycle travel, northbound bicycle travel, and pedestrians adjacent to the high-capacity transit facility. This facility should meet or exceed standards set by 'World class' facilities.
- PB 2. Bicycle and pedestrian facilities on the river crossing bridges should provide for occasional rest areas and look out points.
- PB 3. The multi-use facility on the river crossing should be of continuous design and connect to the Hayden Island transit station and the EXPO station.
- PB 4. An urban standard pedestrian facility shall be provided on the east side of the Portland Harbor bridge connecting Bridgeton to Hayden Island.
- PB 5. Implement the pedestrian and bicycle improvements identified for the recommendations for the Hayden Island and Marine Drive interchanges.

#### Urban Design Recommendations

- UD 1. Engineering refinements for the bridges should be undertaken to produce a signature distinctive design given physical limitations and cost considerations.
- UD 2. An alternative reconfiguration of the Marine Drive interchange should be considered to strengthen the adjacent publicly-owned properties' relationship to the North Portland Harbor waterway and provide redevelopment opportunities.
- UD 3. The new Hayden Island interchange and transit station functions must be carefully integrated in design and be supportive of the Hayden Island Concept Plan recommendations.
- UD 4. Iconic design elements over North Portland Harbor could be analogous to those used at the future iconic Evergreen Street "lid" north of State Route 14 in Vancouver.

#### Environmental Justice Recommendations

- EJ 1. The CRC project shall assess the impact of tolls on low-income people, including toll avoidance and limited access to technology for payment of tolls.
- EJ 2. The CRC project should assess the impact of the project on low income and minority populations in the region regarding access to affordable housing and employment.
- EJ 3. The CRC project should address project impacts on populations at or below the poverty level.

## Process Recommendations post LPA

PR 1. The City of Portland supports the formation of a Local Oversight Committee (LOC) consisting of the six local and regional project sponsors (City of Portland, City of Vancouver, Metro, RTC, TriMet and C-Tran) who shall participate with ODOT and WSDOT in major post-LPA decisions including:

- The size, location, design and aesthetics of the bridges and highway facility in the project area
- The size, design and location of the bicycle and pedestrian facilities in the project area
- The location and design of the light rail transit facility including stations

The decisions of the LOC shall be reached by consensus. The Portland City Council shall conduct public hearings on major post-LPA decisions.

ODOT and the City of Portland shall agree on the design of the Hayden Island and Marine Drive interchanges.

The LOC shall review and comment on post-LPA studies and plans, including:

- Reconsideration of bridge design constraints related to navigation and airspace (see LPA 4)
- CRC project finance plan (see LPA 10)
- An independent analysis of greenhouse gas and induced automobile travel demand forecasts (see LPA 11)

The City of Portland believes it essential that the financial, greenhouse gas and review of design constraints be immediate priorities of the Oversight Committee. The Oversight Committee will need the results of this analysis to adequately consider revisions to the project and insure that these revisions can be completed in a timely manner. The City of Portland recommends that this be considered in the decision, scope and schedule of work to be determined by the Governors and the Committee.

PR 2. The existing advisory groups for freight, pedestrians/bicycles, urban design and environmental justice should continue their roles for post-LPA activities. The CRC project process should also consider assembling a combined design advisory group.

PR 3. A process agreement should be established between the City and CRC project management to outline an on-going review, approval, and public hearing role for City Council for post-LPA activities.

PR 4. The Bi-State Coordinating Committee should continue to review post-LPA project recommendations and comment at important milestones. This group should also consider updating their land use accord to assure a stronger role in land use/transportation coordination matters particularly for high-capacity transit planning between the states.