



Project eUpdate – October 2009

Thank you for reading the Columbia River Crossing email update.

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Urban Design Advisory Group adopts design concept for I-5 bridge

On Sept. 18, the CRC Urban Design Advisory Group (UDAG) recommended a design concept for the main crossing over the Columbia River. The group also approved three alternative design concepts for the North Portland Harbor bridge.

The I-5 bridge design includes a “v” shape that is carried through the design of the piers, the bracing and connections to the superstructure. The concept includes a covered pedestrian/bicycle pathway with a scenic overlook at the center pier.

The project will seek public comments over the coming months on the three North Portland bridge design options. UDAG will review cost and feasibility reports on the three North Portland Harbor bridge alternatives when completed later this year. Final design concepts will be included in the project’s Final [Environmental Impact Statement](#) in 2010.

Marine Drive interchange plans move forward

At its Sept. 30 meeting, the CRC [Marine Drive Stakeholders Group](#) (MDSG) reached consensus on a preferred alignment for a rebuilt Marine Drive interchange. The recommended alignment will enhance freight and vehicle safety and mobility, improve local street connections, avoid and minimize impacts to nearby wetlands and allow for future open space development.

The Marine Drive interchange moves the highest volume of freight trucks in Oregon. It connects I-5 to the Port of Portland’s Terminal 6, Expo Center, industrial and distribution facilities, as well as nearby recreation sites and neighborhoods. Currently, congestion affects all travelers, freight trucks are

hampered by steep grades and numerous stops, and pedestrians and bicyclists use circuitous routes from North Portland to the Columbia River.

The MDSG includes representatives from Columbia Corridor Association, Portland Audubon Society, Port of Portland, Portland Bicycle Advisory Committee, neighborhood association leaders, nearby businesses and CRC partner agencies.

The recommended alignment will now move forward for additional design work and environmental impact analysis as part of the CRC Final [Environmental Impact Statement](#).

Portland Working Group meets Oct. 14 on Hayden Island transit station

The Columbia River Crossing's Portland Working Group will meet Oct. 14 to review information and recommendations for the Hayden Island transit station.

The CRC project will extend the MAX Yellow light rail line from the Expo Center in Portland to Clark College in Vancouver. There will be an elevated station on Hayden Island, providing a transit connection to downtown Portland and Vancouver.

On Sept. 30, the PWG hosted a workshop for the public to learn about and provide input to the design of the future light rail station on Hayden Island. Over 50 people attended the meeting where architects and urban designers were on hand to display draft visualizations and answer questions. The PWG will consider feedback gathered from the workshop when making its recommendations.

More information about the group, including meeting materials, is available online at: <http://www.columbiarivercrossing.org/ProjectPartners/PortlandWG.aspx>

Tolling Study Committee meets to discuss bi-state coordination and hear public comment

The Columbia River Crossing [Tolling Study Committee](#) (TSC) met Oct. 1 to hear a presentation on existing tolling responsibilities in both Oregon and Washington, and discuss opportunities for future coordination.

The committee also received an update on the project's tolling outreach activities. Over 3,000 tolling web [surveys](#) have been completed. Since tolling outreach began last summer, the project has held open houses, listening sessions and freight forums, and presented tolling information at numerous community meetings and events. Frequently asked questions during the events relate to tolling technology, toll discounts and equity, and whether project benefits

outweigh the toll cost for freight and businesses. The tolling survey ends on Oct. 30.

Materials from the meeting are available at:

http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC_Meeting_Materials_100109.pdf

The TSC is discussing a range of tolling scenarios with the public to better understand traffic and funding effects. It is expected that a portion of the funding to build the CRC project will come from tolls, supplementing funds from federal and state sources. Tolling will also help manage traffic congestion and provide bridge users more predictable trips.

The committee's final report will be provided to the Washington and Oregon transportation commissions and legislatures in January 2010 for their consideration when setting tolling policies and rates.

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