

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

Locally Preferred Alternative

- LPA 1. The Replacement Bridge shall be the river crossing component of the LPA.
- LPA 2. Light Rail Transit (LRT) shall be 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 and minimal impacts on fish, wildlife and watershed health.
- 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 shall 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 at a minimum follow the City of Portland requirements of employing MWESB contractors.
- LPA 11. 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 12. 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

- 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, stormwater management and creating an attractive and safe environment under the freeway.
- HI 5. The CRC project shall consider participating and allowing for the re-use of areas north of Hayden Island Drive that are disrupted by construction or used for construction activities, for open space, stormwater 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

- 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 shall 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).

- PB 1. A multi-use facility shall 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 shall 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

- UD 1. Engineering refinements for the bridges shall be undertaken to produce a signature distinctive design given physical limitations and cost considerations.
- UD 2. An alternative reconfiguration of the Marine Drive interchange shall 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

- 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 shall 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 shall address project impacts on populations at or below the poverty level.

Post LPA Process

PR 1. The City of Portland asserts its right to comment on and participate 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 design of the Hayden Island and Marine Drive interchanges.
- 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)
- Investigate potential for tolling I-205 and for revenue to be applied to other highway projects in Portland.

The Portland City Council shall conduct public hearings on major post-LPA decisions.

The City of Portland believes it essential that the financial, greenhouse gas and review of design constraints be immediate priorities of the project. The City of Portland 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.

- PR 2. The existing advisory group for freight, pedestrian/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. 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.

Amend City Policy Position Statements
Section P.R. 1

To add bullet

- Investigate potential for tolling I-205 and for revenue to be applied to other highway projects in Portland.