



## COALITION FOR A LIVABLE FUTURE

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### **A Smarter Approach To I-5**

A smarter approach to I-5 at Columbia River Crossing would involve dramatically modifying and scaling the project appropriately to reduce future vehicle miles traveled (VMT) at or below today's level. This approach would reduce carbon and other air pollutants, re-green the I-5 corridor, and give people more transportation options.

Creating a responsible solution would involve bringing together multiple stakeholders, but among the elements this might include are:

- Implement congested-based tolling of the current I-5 bridges or both the I-5 bridges and I-205 bridge starting immediately, as a strategy for managing demand as well as a funding mechanism. Use proceeds to fund transit improvements, while adopting pricing mitigation measures for low-income users, such as rebates or income-based exemptions.
- Build light rail in the crossing by first focusing on extending MAX to Hayden Island and then to Vancouver and dramatically increase the convenience of public transit on both sides of the river for all users, especially those most dependent on it, by making it quicker, more frequent, and more comfortable.
- Do not increase the current number of highway lanes. According to research by Sightline Institute for every extra one-mile stretch of lane added to a congested highway will increase climate-warming carbon emissions more than 100,000 tons over 50 years.
- Reallocate a lane for shared transit/freight/carpool use and invest in fixing the current rail bridge to address existing river navigation issues and increase shipping by train.
- Rezone land appropriately to ensure “inclusionary” compact development around light rail station areas, future frequent service transit corridors, and other appropriate areas to limit sprawl development. Inclusionary rezoning would require that 30% of the housing be affordable to residents at or below 80% of area median family income.
- Reduce the number of expensive interchange reconstructions being proposed and phase them based on ability to fund them and priority.

- Use communications-based information and electronics technologies to make the system more efficient and safe.
- Create world-class bike and pedestrian facilities in the crossing, including dramatic improvements to facilities linking riders and walkers to and from the crossing with the existing network of bike/ped routes both within and beyond the 5-mile project's study area. Specifically this means a two-sided facility that is at least 15-feet wide on each side, and has bikes and pedestrians traveling in the same direction as traffic, or a 24-foot wide facility if it is only one-sided.
- Dramatically increase funding for programs and infrastructure that help businesses support their employees to reduce demand on the transportation system -- through carpools, vanpools, public transit, flex time, telecommuting, etc.
- Use the CRC investments to stimulate the local economy by contracting with local businesses and workforce to design, construct, and operate the new facilities, including linking job training and microcredit lending opportunities wherever possible, and prioritizing recruitment from communities that have been most negatively impacted by the freeway. Ensure businesses area standard wages with benefits.
- Use most sustainable, least-carbon impact materials and practices for any construction and ongoing maintenance.
- Sequester carbon by planting trees and shrubs in the freeway impact zone (within ½ mile on either side of the freeway), and by investing in preservation and expansion of our urban forest regionwide.
- Establish a fund of at least 1% of the total project cost for community enhancements (natural resource protection and restoration, health facilities, ventilation systems in most impacted homes, air pollution monitoring, landbanking for affordable housing where needed, etc...) in communities adjacent to the freeway, especially those within a half mile on either side of it to mitigate for the disproportionate negative health impacts caused by the freeway.
- Avoid impacting significant natural areas such as West Hayden Island and Vanport Wetlands.