

Summary of Environmental Impacts

Baseline (compared to today)	Historic Properties	Fish	Wildlife	Wetlands	Vegetation	Displace- ments ¹	Air Quality ²
	none						
↓ Compared to baseline.....Additional impacts.....Compared to baseline ↓							
Express Bus/3 lanes						to ³	²
Light Rail/ 3 lanes			to ⁴	to ⁴	to ⁴	to ^{3, 4}	²
Express Bus/4 lanes	or ⁵					to ³	²
Light Rail/ 4 lanes	or ⁵		to ⁴	to ⁴	to ⁴	to ^{3, 4}	²
West Arterial Rd.	none						²

- 1) This does not include displacements from a new bridge. Options vary for each package.
- 2) All options have better air quality than today.
- 3) Optional interchange alignments in Vancouver would have a number of impacts.

- 4) I-5 and I-205 segments of Light Rail have minor impacts. East/west segment could have a number of impacts, depending on alignment.
- 5) Depends on whether the bridge is replaced or supplemented (the bridge is historic).

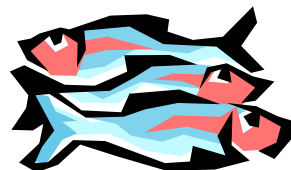


Historic Properties

- **The Columbia River Bridge is the only registered historic property that may be displaced.**
- **Additional bridge capacity could be provided either by supplementing the current bridge or replacing it.**



Fish, Wildlife, Wetlands and Vegetation



- **For light rail**, the I-5 and I-205 segments would have minor impacts. The current concept for the east/west segment could have major impacts to several natural areas. Actual impacts would depend on the final alignment.
- **The West Arterial**, as it is currently conceived, could affect several natural areas, including Hayden Island.

- All “**build**” options include some construction along the Columbia River, North Portland Harbor and the Columbia Slough, which could have some impact on fish habitat.



Displacements

All displacement estimates are based on very preliminary route concepts.



- For the **Baseline option**:
 - About 5 households and 7 other buildings could be displaced for the Rose Quarter improvement.
 - There would be no displacements under the current concept for the Delta Park to Lombard section.
- Completing the **3rd lane** or Adding a **4th Lane**:
 - In Washington, interchange upgrades will be needed for the 4 lane option and could be included with the 3rd lane option. The initial concept for the interchanges could displace about 32 households and 3 other buildings; further design could reduce impacts.
 - In Oregon, the additional 4th lane could displace 3 households and 4 other buildings.
- For the **Light Rail Loop**:
 - The I-5 and I-205 segments would have few displacements (about 4 nonresidential for I-5 segment, and 1 nonresidential and 3 households along I-205).
 - The current east/west concept could displace about 50 households and 7 other buildings. (The estimates could change significantly based on the route.)
 - A number of properties could also be affected by encroachment.
- The **West Arterial** could displace 13 households and 8 other building in Oregon and 1 nonresidential building in Washington.

- **Bridge or tunnel options** across the Columbia River:
 - Replacing the current I-5 bridge could displace two 2 nonresidential buildings (no homes).
 - Options for a supplemental bridge or tunnel near the old one range from 5 to 25 displacements.

Air Quality

- Good news! Air quality in the future should be far better (up to 45% less pollution), regardless of which option we select; because in the future:
 - New regulations go into place for trucks and other commercial vehicles.
 - There are fewer old inefficient cars, new cars are cleaner
 - Fuel is cleaner.
- The **4th Lane** option and the **West Arterial** option have moderate air pollutant increases over the Baseline (30% less than today) because they each create more new capacity for cars and trucks.



Some Neighborhood Issues

Of the issues so far, some thoughts about neighborhoods:

- Displacements: The options with the most homes removed are the Vancouver interchange upgrades and the east/west segment of light rail.
- Air Quality: Although better than today, the 4th lane and West Arterial options have more impacts.
- Traffic Congestion/Cut-through on Neighborhood Streets: Overall, the 4th Lane option is the only one that reduces cut-through traffic and congestion over the Baseline option on the roads parallel to I-5.
- Noise and Visual Impacts: Although no analysis has been done yet, more traffic generally means more noise, unless it's addressed with noise walls. And the higher elevations conceived for some of the freeway upgrades (in order to avoid affecting homes) would be more visible.



Environmental Justice

- Many of the neighborhoods along I-5 have a higher-than-average ratio of low-income and/or minority households.
- They already live with a greater-than-average portion of our region's pollution and other impacts from industry and infrastructure.
- We need to help protect the neighborhoods from any undue impacts (such as air pollution, noise and displacements) and provide benefits where we can.

