3.7 Parks and Recreation

Existing and planned parks and recreation facilities are important community resources that are highly valued by individuals, private organizations, and local governments. This section identifies, describes, and evaluates the long-term and temporary reasonably foreseeable effects of the No-Build Alternative and Modified LPA on park and recreation resources, including school facilities, interpretive or community centers, trails, open spaces, and sports fields. Additionally, this analysis examines potential impacts on recreational events and activities. An evaluation of the use of park and recreation resources in accordance with Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C.§ 303) (referred to as "Section 4(f)") can be found in Chapter 4 of this Final SEIS. An evaluation of impacts to park and recreation resources protected under Section 6(f) of the federal Land and Water Conservation Fund Act (referred to as "Section 6(f)") and protected under the Federal Lands to Parks program is included in Section 3.21 of this Final SEIS.

The assessment of reasonably foreseeable effects in this section is based upon the geographic and temporal proximity parameters detailed in the Chapter 3 introduction.

The information presented in this section is based on the Parks and Recreation Technical Report, as listed in Appendix H, which contains greater detail and additional analysis.

3.7.1 Changes or New Information Since 2013

The Columbia River Crossing (CRC) Selected Alternative identified in the 2011 Record of Decision (ROD), as revised by the 2012 and 2013 re-evaluations, is referred to as the CRC Locally Preferred Alternative (CRC LPA). Over the past 10+ years since the CRC LPA was identified, the physical environment near the Interstate Bridge, community priorities, and regulations have changed, which necessitated design revisions and resulted in the proposed IBR Program Modified LPA (see Section 2.5.2). Evaluation of potential impacts associated with parks and recreation has been updated in this Final SEIS to include:

- Updates to information on existing and planned park and recreation resources within the study area.
- Updates to information on federally and state-protected park and recreation resources.
- Changes in land uses such as development at the Vancouver Waterfront, planned uses on Hayden Island, and recently constructed, altered, or removed buildings.
- Updates to long-term and temporary effects of the Modified LPA.
- Updates to mitigation, in consultation with the agencies with jurisdiction, for the long-term and temporary effects of the Modified LPA.

3.7.2 Existing Conditions

Parks and recreation facilities were identified within the primary study area, which extends from approximately the SR 500 interchange in Washington and the I-5/Columbia Boulevard interchange in Oregon. North of the Columbia River, the primary study area generally terminates on the west side of I-5, expanding west into downtown Vancouver to include potential park and rides. The primary study area also includes the potential construction staging sites, identified in Chapter 2, and the Ruby Junction Light-Rail Operations and Maintenance Facility (OMF) in Gresham, Oregon. Figure 3.7-1 shows the primary study area boundaries and the locations of parks and recreation facilities within or near the primary study area. Table 3.7-1 provides a description of these facilities, including their amenities.

Figure 3.7-1. Parks and Recreation Facilities in the Primary Study Area

Table 3.7-1. Parks and Recreation Facilities – Location, Jurisdiction, and Amenities

Resource	Type	Location	Agency with Jurisdiction	Description and Amenities
East Delta Park	Regional park	N Denver and Martin Luther King Jr. Boulevard, Portland	PP&R	87.5 acres; softball and soccer fields, volleyball courts, nature trails, street tree arboretum, playground, control-line model aircraft flying field; off-leash area on ODOT property
Bridgeton Trail (Proposed)	Proposed multiuse trail	NE Bridgeton Road, Portland	PP&R and Prosper Portland	Proposed paved multiuse path paralleling NE Bridgeton Road and connecting to the Marine Drive Trail
Marine Drive Trail	Multiuse trail	I-5 to Kelley Point Park	PP&R	5-mile paved multiuse path connecting Marine Drive interchange and Kelley Point Park
Gresham/ Fairview Trail	Multiuse trail	NE Halsey Street to Springwater Corridor Trail	City of Gresham	3.3-mile trail starting at the intersection of Northeast Halsey Street at 201st Avenue and traveling south to the Springwater Trail at SW 10th Avenue
Wy'East Way Trail	Multiuse trail	Ruby Junction Station, Rockwood to Cleveland Station, Gresham	City of Gresham	2-mile-long, 12-foot-wide walking and bike path that runs along the MAX light-rail line from the Ruby Junction Station in Rockwood to the Cleveland Station in historic downtown Gresham
Lower Columbia River Water Trail	Recreational waterway	Columbia River	Not Applicable	Informally designated trail managed by Lower Columbia River Estuary Partnership. 146-mile recreational waterway from Bonneville Dam to Pacific Ocean
Lewis and Clark National Historic Trail	Recreational waterway	Columbia River	NPS	Recreational waterway
Columbia River Renaissance Trail (part of Discovery Historic Loop Trail)	Multiuse trail	115 Columbia Way, Vancouver	VPRCS	5-mile, 14-foot-wide multiuse paved trail starting at the intersection of Columbia Way and Columbia Street and traveling east to Marine Park and Wintler Park
Vancouver Landing at Terminal One	City amphitheater and public dock	River mile 106 on north shore of the Columbia River	VPRCS and Port of Vancouver	Public transient moorage facility/dock, amphitheater
Vancouver Waterfront Park	Public open space	115 SE Columbia Way, Vancouver	VPRCS	7.3 acres; completed in 2018, part of a 35-acre, high-density, mixed-use urban development – the Waterfront. Incorporates public open spaces with the Columbia River edge.

Resource	Type	Location	Agency with Jurisdiction	Description and Amenities
Old Apple Tree Park	City of Vancouver park	112 Columbia Way, Vancouver	VPRCS	1.3 acres; entrance to Confluence Land Bridge. The tree died in 2020, but interpretive signs, fencing, and the stump of the original tree remain.
Fort Vancouver National Historic Site	Includes a National Historic Site, Historic District	Between Columbia River and Mill Plain Boulevard east of I-5	NPS	209 acres (largely overlapping with the VNHR); historic interpretive sites and replica structures, multiuse trails, picnic tables, event and recreation fields, and reservable picnic shelter. Newly constructed main visitor parking lot and improvements to E 5th Street, including repaving, new sidewalks, reoriented parking spaces, and bicycle and pedestrian routes, completed in fall 2022.NPS is currently constructing a replica village dwelling in the western portion of the property. Waterfront Park, which NPS manages as a part of the Fort Vancouver NHS, includes passive recreation and viewing opportunities for the Columbia River and is crossed by the Columbia River Renaissance Trail.
Discovery Historic Loop Trail (includes portion of Waterfront Trail)	Multiuse trail and city sidewalks	Columbia River Waterfront, Fort Vancouver National Historic Site, downtown Vancouver	VPRCS/NPS	2.3-mile trail on paved multiuse paths and local streets
Marshall Community Center, Luepke Senior Center, and Marshall Park	Community center, senior center, and park	1009 E McLoughlin Boulevard, Vancouver	VPRCS	19 acres; community garden, play equipment, fields, lawn, Mayor's Grove, gym, senior center
Clark College Recreation Fields	School recreation facility	1500 E Mill Plain Boulevard, Vancouver	Clark College	13 acres; operated by Clark College with soccer fields, softball fields, and tennis courts open to public
Arnada Park	Neighborhood park	610 E 25th Street, Vancouver	VPRCS	3 acres; gazebo, picnic shelter, play equipment, sports court, benches, and paved walkway
Leverich Community Park	Community park	39th and M Streets, Vancouver	VPRCS	16 acres; disc golf course, picnic areas
Burnt Bridge Creek Trail	Multiuse trail	North of SR 500 interchange, Vancouver	VPRCS	8-mile paved multiuse trail; portion extends through Leverich Park

Resource	Type	Location	Agency with Jurisdiction	Description and Amenities
Kiggins Bowl Sports Fields and Stadium	Sports venue	North of 39th Street, west of I-5, Vancouver	Vancouver Public Schools	3 acres; sports venue for Vancouver Public Schools and public

I-5 = Interstate 5; NHS = National Historic Site; NPS = National Park Service; ODOT = Oregon Department of Transportation; PP&R = Portland Parks and Recreation; SR = State Route; VNHR = Vancouver National Historic Reserve; VPRCS= Vancouver Parks, Recreation and Cultural Services

Planned Facilities

In Oregon, Portland Parks and Recreation (PP&R) and Prosper Portland (formerly the Portland Development Commission) plan to construct the Bridgeton Trail to connect the Bridgeton neighborhood with the Marine Drive Trail on the west side of I-5. Easement acquisition began late in 2009. After acquisitions are complete, work will begin to refine trail design for construction.

Where are the regional multiuse trails?

Section 3.1, Transportation, contains a map showing the routes and connections of the region's nonmotorized multiuse trails.

The Portland Citywide Systems Plan maps a large portion of Hayden Island west of I-5 as parks-deficient. The Hayden Island Plan recommends development of future park spaces and increased recreational opportunities and conceptually identifies an area west of I-5.

In Washington, Vancouver Parks, Recreation and Cultural Services (VPRCS) has identified the area surrounding the Modified LPA as parks-deficient. The City of Vancouver is seeking to acquire new parks and expand current parks within the primary study area. No specific sites have been identified.

The National Park Service (NPS) is coordinating with the City of Vancouver to increase connectivity between the Fort Vancouver National Historic Site (NHS) and downtown Vancouver. Within the primary study area, planned Fort Vancouver NHS park and recreation facilities include a replica Hudson Bay Company (HBC) historic village (HBC Village). Planned extensions to the existing trail system would be tied to the HBC Village and the Confluence Land Bridge in the southwestern portion of the Fort Vancouver NHS near the I-5/SR 14 interchange. A proposed new pedestrian crossing over I-5 would connect E 7th Street and Hathaway Road. This planned development would occur on land that was previously owned by the U.S. Army Reserve but transferred to NPS in 2012.

Recreational Events

Prior to the COVID-19 pandemic in 2020, recreational events taking place within the primary study area included several large ongoing events and festivals in the Fort Vancouver NHS. Although several previously ongoing events have not resumed, events that took place in 2022 included the Vancouver Summer Fest, a day-long festival that included live music, games, food and marketplace vendors, and a beer garden. The Fort Vancouver NHS also hosts ongoing interpretive events such as military history talks, cultural demonstrations, and a Junior Ranger program for children (Fort Vancouver NHS 2023).

3.7.3 Long-Term Benefits and Reasonably Foreseeable Effects

The geographic proximity and temporal scope described in the Chapter 3 introduction are used to assess long-term benefits and reasonably foreseeable effects to parks and recreation facilities.

No-Build Alternative

No reasonably foreseeable long-term effects on recreational resources would occur under the No-Build Alternative. However, the No-Build Alternative would result in substantial traffic congestion along the I-5 corridor and would not improve transit, bicycle, and pedestrian access to parks and recreational facilities in the primary study area. The increased traffic congestion and limited transit, bicycle and pedestrian access would reduce the ability of community members to access and/or enjoy park and recreation resources. Large events in downtown Vancouver, such as festivals and events at the Fort Vancouver NHS, would continue to have limited transit and active transportation access, particularly from Portland. Connections between the Marine Drive and Columbia River Renaissance Trails would not be improved, and the shared-use path on the Interstate Bridge would remain narrow and challenging to access.

Modified LPA

Table 3.7-2 and Table 3.7-3 compare the reasonably foreseeable benefits and effects of the No Build Alternative and the Modified LPA in park and recreation facilities. Both tables include the Recommended Design Options (Modified LPA with single-level fixed-span bridge configuration, one auxiliary lane, C Street ramps, and centered I-5 design options, and all park and rides) with other combinations of Modified LPA design options that have differing impacts on park and recreation facilities. Table 3.7-2 summarizes impacts from combinations of design options where benefits and effects on specific park and recreation facilities differ, and Table 3.7-3 summarizes the total property acquisitions, reconstruction of trails, and anticipated access to parks and recreation resources resulting from combinations of design options where impacts differ.

Table 3.7-2. Long-Term Parks and Recreation Facilities Benefits and Effects (For Facilities with Differences between Modified LPA Design Option Combinations)

0 Effect	1 No-Build Alternative	2: IBR Program Recommended Design Options Modified LPA with Single-Level Fixed-Span[a] Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	3 Modified LPA Single-Level Fixed-Span Bridge Configuration, Two Auxiliary Lanes, with C Street Ramps, and Centered I-5, and All Five Park and Rides	4 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	5 Modified LPA with Single-Level Movable-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	6 Modified LPA Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, Centered I-5, without C Street Ramps, and All Five Park and Rides	7 Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, I-5 Westward Shift, and All Five Park and Rides
East Delta Park	• None	• Traffic noise levels could increase slightly at one sports field. • Approximately 2.1 acres of ODOT right of way that is outside the boundary of East Delta Park, but was previously used as a dog park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility. • Changes in visual quality in northern and western views due to the new retaining walls. New retaining walls would cast late-afternoon shadows into the park.	• Traffic noise levels could increase slightly at one sports field. • Approximately 2.1 acres of ODOT right of way that is outside the boundary of East Delta Park, but was previously used as a dog park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility. • Changes in visual quality in northern and western views due to the new retaining walls. New retaining walls would cast late-afternoon shadows into the park.	• Traffic noise levels could increase slightly at one sports field. • Approximately 2.1 acres of ODOT right of way that is outside the boundary of East Delta Park, but was previously used as a dog park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility. • Changes in visual quality in northern and western views due to the new retaining walls. New retaining walls would cast late-afternoon shadows into the park.	• Traffic noise levels could increase slightly at one sports field. • Approximately 2.1 acres of ODOT right of way that is outside the boundary of East Delta Park, but was previously used as a dog park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility. • Changes in visual quality in northern and western views due to the new retaining walls. New retaining walls would cast late-afternoon shadows into the park.	• Traffic noise levels could increase slightly at one sports field. • Approximately 2.1 acres of ODOT right of way that is outside the boundary of East Delta Park, but was previously used as a dog park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility. • Changes in visual quality in northern and western views due to the new retaining walls. New retaining walls would cast late-afternoon shadows into the park.	• Traffic noise levels could increase slightly at one sports field. • Approximately 2.1 acres of ODOT right of way that is outside the boundary of East Delta Park, but was previously used as a dog park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility. • Changes in visual quality in northern and western views due to the new retaining walls. New retaining walls would cast late-afternoon shadows into the park.
Bridgeton Trail (planned)	• None	• No effects on this planned trail.	• No effects on this planned trail.	• No effects on this planned trail.	• No effects on this planned trail.	• No effects on this planned trail.	• No effects on this planned trail.
Marine Drive Trail	• None	• Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail. • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.	• Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail. • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.	• Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail. • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.	• Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail. • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.	• Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail. • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.	• Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail. • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.
Gresham/Fairview Trail	• None	• No effects on this trail.	• No effects on this trail.	• No effects on this trail.	• No effects on this trail.	• No effects on this trail.	• No effects on this trail.

0 Effect	1 No-Build Alternative	2: IBR Program Recommended Design Options Modified LPA with Single-Level Fixed-Span[a] Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	3 Modified LPA Single-Level Fixed-Span Bridge Configuration, Two Auxiliary Lanes, with C Street Ramps, and Centered I-5, and All Five Park and Rides	4 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	5 Modified LPA with Single-Level Movable-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	6 Modified LPA Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, Centered I-5, without C Street Ramps, and All Five Park and Rides	7 Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, I-5 Westward Shift, and All Five Park and Rides
Wy'East Way Trail	• None	• Approximately 140 linear feet of the trail, where it currently crosses the existing light-rail transit tracks, would need to be reconstructed once construction of the new tracks and pavement for the Ruby Junction Light-Rail OMF completes. The existing alignment of the trail would not change.	Approximately 140 linear feet of the trail, where it currently crosses the existing light-rail transit tracks, would need to be reconstructed once construction of the new tracks and pavement for the Ruby Junction Light-Rail OMF completes. The existing alignment of the trail would not change.	Approximately 140 linear feet of the trail, where it currently crosses the existing light-rail transit tracks, would need to be reconstructed once construction of the new tracks and pavement for the Ruby Junction Light-Rail OMF completes. The existing alignment of the trail would not change.	Approximately 140 linear feet of the trail, where it currently crosses the existing light-rail transit tracks, would need to be reconstructed once construction of the new tracks and pavement for the Ruby Junction Light-Rail OMF completes. The existing alignment of the trail would not change.	Approximately 140 linear feet of the trail, where it currently crosses the existing light-rail transit tracks, would need to be reconstructed once construction of the new tracks and pavement for the Ruby Junction Light-Rail OMF completes. The existing alignment of the trail would not change.	Approximately 140 linear feet of the trail, where it currently crosses the existing light-rail transit tracks, would need to be reconstructed once construction of the new tracks and pavement for the Ruby Junction Light-Rail OMF completes. The existing alignment of the trail would not change.
Lower Columbia River Water Trail and Lewis and Clark National Historic Trail	• None	• Reduced navigational hazard with reduced number of in-water piers. • The single-level fixed-span bridge configuration design option would have approximately 253 linear feet of shading and coverage effects over the Lower Columbia River Water Trail and a net increase of approximately 117 linear feet once the existing Interstate Bridge is removed. • Changes in visual quality due to the new Columbia River bridges. From the river, views of trees, vegetation, shorelines, and other natural elements would be relatively similar.	The two auxiliary lane design option would effects similar to those described in Column 2 for the one auxiliary lane design option, but: • Traffic noise levels expected to slightly decrease due to increased bridge height over the Columbia River. • Two auxiliary lanes would result in an additional 16 linear feet of shading and coverage effects (total of approximately 189 linear feet).	The double-deck fixed-span bridge configuration design option would have effects similar to those described in Column 2 for the single-level fixed-span bridge configuration design option, but: • Traffic noise levels expected to slightly decrease due to increased bridge height over the Columbia River. • Would have 173 linear feet of shading and coverage effects over the Lower Columbia Water Trail; a net increase of approximately 37 linear feet after the removal of the existing Interstate Bridge.	The single-level movable-span bridge configuration design option would have effects similar to those described in Column 2 for the single-level fixed-span bridge configuration design option, but: • The single-level movable-span bridge configuration design option would result in approximately 253 to 273 linear feet of shading and coverage effects over the Lower Columbia Water Trail (depending on the location); a net increase of 117 to 137 linear feet once the existing Interstate Bridge is removed.	• Reduced navigational hazard with reduced number of in-water piers. • The single-level fixed-span bridge configuration design option would have approximately 253 linear feet of shading and coverage effects over the Lower Columbia River Water Trail and a net increase of approximately 117 linear feet once the existing Interstate Bridge is removed. • Changes in visual quality due to the new Columbia River bridges. From the river, views of trees, vegetation, shorelines, and other natural elements would be relatively similar.	• Reduced navigational hazard with reduced number of in-water piers. • The single-level fixed-span bridge configuration design option would have approximately 253 linear feet of shading and coverage effects over the Lower Columbia River Water Trail and a net increase of approximately 117 linear feet once the existing Interstate Bridge is removed. • Changes in visual quality due to the new Columbia River bridges. From the river, views of trees, vegetation, shorelines, and other natural elements would be relatively similar. .
Columbia River Renaissance Trail (coextensive with Discovery Historic Loop Trail along affected portion)	• None	• Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below).	• Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below).	• Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below).	• Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below).	• Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below).	• Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below).

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		• Traffic noise levels are expected to remain similar to existing conditions. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.	• Traffic noise levels are expected to remain similar to existing conditions. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.	• Traffic noise levels are expected to remain similar to existing conditions. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.	• Traffic noise levels are expected to remain similar to existing conditions. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.	• Traffic noise levels are expected to remain similar to existing conditions. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.	• Traffic noise levels are expected to remain similar to existing conditions. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.
Discovery Historic Loop Trail (includes portion of Columbia River Renaissance Trail)	• None	• Realignment of up to 2,750 linear feet of trail (1,000-foot portion of overlaps with affected length of the Columbia River Renaissance Trail) would maintain connections. • Improved visitor experience from new and improved intersections, sidewalks, and bicycle lanes in downtown Vancouver portion. • Community Connector, which would span over I-5 and block traffic noise, would slightly reduce traffic noise levels on a portion of trail near and on Evergreen Boulevard.	• Realignment of up to 2,750 linear feet of trail (1,000-foot portion of overlaps with affected length of the Columbia River Renaissance Trail). • Improved visitor experience from new and improved intersections, sidewalks, and bicycle lanes in downtown Vancouver portion. • Community Connector, which would span over I-5 and block traffic noise, would slightly reduce traffic noise levels on a portion of trail near and on Evergreen Boulevard.	The double-deck fixed-span bridge configuration design option would have effects similar to those described in Column 2 for the single-level fixed-span bridge configuration design option, but: • Traffic noise levels are expected to slightly decrease on the Columbia River Renaissance Trail with the double-deck fixed-span bridge configuration design option because the bridges would be shifted slightly to the west further from the trail.	• Realignment of up to 2,750 linear feet of trail (1,000-foot portion of overlaps with affected length of the Columbia River Renaissance Trail). • Improved visitor experience from new and improved intersections, sidewalks, and bicycle lanes in downtown Vancouver portion. • Community Connector, which would span over I-5 and block traffic noise, would slightly reduce traffic noise levels on a portion of trail near and on Evergreen Boulevard.	The design option without C Street Ramps would have effects similar to those described in Column 2 for the With C Street Ramps design option, but: • Without C Street ramps design option would require approximately 170 fewer linear feet of permanent trail realignment along the Discovery Historic Loop Trail than the SR 14 with C Street ramps design option.	• Realignment of up to 2,750 linear feet of trail (1,000-foot portion of overlaps with affected length of the Columbia River Renaissance Trail). • Improved visitor experience from new and improved intersections, sidewalks, and bicycle lanes in downtown Vancouver portion. • Community Connector, which would span over I-5 and block traffic noise, would slightly reduce traffic noise levels on a portion of trail near and on Evergreen Boulevard.
Vancouver Landing at Terminal One	• None	• Changes in visual quality in eastern and southern views of the new Columbia River bridges. The new bridges would be located immediately east of Vancouver Landing, changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located immediately east of Vancouver Landing, changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located immediately east of Vancouver Landing, changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located immediately east of Vancouver Landing, changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located immediately east of Vancouver Landing, changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located immediately east of Vancouver Landing, changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be

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		higher and there would be fewer in-water piers. • Improved active transportation connections to the park.	higher and there would be fewer in-water piers. • Improved active transportation connections to the park.	higher and there would be fewer in-water piers. • Improved active transportation connections to the park.	higher and there would be fewer in-water piers. • Improved active transportation connections to the park.	higher and there would be fewer in-water piers. • Improved active transportation connections to the park.	higher and there would be fewer in-water piers. • Improved active transportation connections to the park.
Vancouver Waterfront Park	• None	• Changes in visual quality in eastern and southern views of the new Columbia River bridges. The new bridges would be located east of Vancouver Waterfront Park changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. • Traffic noise levels are expected to remain similar to existing conditions.	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located east of Vancouver Waterfront Park changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. • Traffic noise levels are expected to remain similar to existing conditions.	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located east of Vancouver Waterfront Park changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. • Traffic noise levels are expected to remain similar to existing conditions.	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located east of Vancouver Waterfront Park changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. • Traffic noise levels are expected to remain similar to existing conditions.	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located east of Vancouver Waterfront Park changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. • Traffic noise levels are expected to remain similar to existing conditions.	• Changes in visual quality in eastern and southern views due to new Columbia River bridges. The new bridges would be located east of Vancouver Waterfront Park changing southward views of the river, but would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. • Traffic noise levels are expected to remain similar to existing conditions.
Old Apple Tree Park	• None	• Approximately 0.08-acre easement would be required to construct a multiuse trail connection. • Less than 0.1 acres of permanent inspection/maintenance easement. • Traffic noise levels could slightly decrease.	• Approximately 0.08-acre easement would be required to construct a multiuse trail connection.	• Approximately 0.08-acre easement would be required to construct a multiuse trail connection.	• Approximately 0.08-acre easement would be required to construct a multiuse trail connection.	• Approximately 0.08-acre easement would be required to construct a multiuse trail connection.	• Approximately 0.08-acre easement would be required to construct a multiuse trail connection.
Fort Vancouver NHS	• None	• Approximately 0.4 acres permanently acquired. • Traffic noise levels could increase due to shift in SR 14 interchange. • At Waterfront Park, changes in visual quality to western and southern views of the new Columbia River bridges. The new	The two auxiliary lane design option would have effects similar to those described in Column 2 for the one auxiliary lane design option, but: • The two auxiliary lane design option would require permanent acquisition of an additional 0.03 acres.	The double-deck fixed-span bridge configuration design option would have effects similar to those described in Column 2 for the single-level fixed-span bridge configuration design option, but: • The double-level fixed-span bridge configuration	• Approximately 0.4 acres permanently acquired. • Traffic noise levels could increase due to shift in SR 14 interchange. • At Waterfront Park, changes in visual quality to western and southern views of the new Columbia River bridges. The new	• Approximately 0.4 acres permanently acquired. • Traffic noise levels could increase due to shift in SR 14 interchange. • At Waterfront Park, changes in visual quality to western and southern views of the new Columbia River bridges. The new	The I-5 Westward Shift design option would have similar effects to those described in Column 2 for the Centered I-5 design option, but: • The I-5 westward shift design option would require an approximately 0.4-acre permanent easement from the Fort

0 Effect	1 No-Build Alternative	2: IBR Program Recommended Design Options Modified LPA with Single-Level Fixed-Span[a] Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	3 Modified LPA Single-Level Fixed-Span Bridge Configuration, Two Auxiliary Lanes, with C Street Ramps, and Centered I-5, and All Five Park and Rides	4 Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	5 Modified LPA with Single-Level Movable-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	6 Modified LPA Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, Centered I-5, without C Street Ramps, and All Five Park and Rides	7 Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, I-5 Westward Shift, and All Five Park and Rides
		bridges would be located west of the park changing southwest views toward the river.		design option would require permanent acquisition of 0.02 acres less than the single-level fixed span.	bridges would be located west of the park changing southwest views toward the river	bridges would be located west of the park changing southwest views toward the river.	Vancouver NHS, a reduction of approximately 200 square feet from the Modified LPA design option that does not shift the I-5 mainline.
Marshall Community Center and Park	• None	• Approximately 0.5 acres permanently acquired, including approximately 0.1 acres of Federal Lands to Parks–protected land. • Traffic noise levels from I-5 are predicted to remain roughly similar to existing conditions. • Long-term character, use, and enjoyment of the existing facilities would not be affected.	• Approximately 0.5 acres permanently acquired, including approximately 0.1 acres of Federal Lands to Parks–protected land. • Traffic noise levels from I-5 are predicted to remain roughly similar to existing conditions. • Long-term character, use, and enjoyment of the existing facilities would not be affected.	• Approximately 0.5 acres permanently acquired, including approximately 0.1 acres of Federal Lands to Parks–protected land. • Traffic noise levels from I-5 are predicted to remain roughly similar to existing conditions. • Long-term character, use, and enjoyment of the existing facilities would not be affected.	• Approximately 0.5 acres permanently acquired, including approximately 0.1 acres of Federal Lands to Parks–protected land. • Traffic noise levels from I-5 are predicted to remain roughly similar to existing conditions. • Long-term character, use, and enjoyment of the existing facilities would not be affected.	• Approximately 0.5 acres permanently acquired, including approximately 0.1 acres of Federal Lands to Parks–protected land. • Traffic noise levels from I-5 are predicted to remain roughly similar to existing conditions. • Long-term character, use, and enjoyment of the existing facilities would not be affected.	• Approximately 0.5 acres permanently acquired, including approximately 0.1 acres of Federal Lands to Parks–protected land. • Traffic noise levels from I-5 are predicted to remain roughly similar to existing conditions. • Long-term character, use, and enjoyment of the existing facilities would not be affected.
Kiggins Bowl Sports Fields and Stadium	• None	• Less than 0.01 acres of property permanently acquired. • Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.	• Less than 0.01 acres of property permanently acquired. • Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.	• Less than 0.01 acres of property permanently acquired. • Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.	• Less than 0.01 acres of property permanently acquired. • Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.	• Less than 0.01 acres of property permanently acquired. • Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.	• Less than 0.01 acres of property permanently acquired. • Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.

Notes: The underlined design options shown in columns 3 through 7 identify the specific effects on parks and recreation facilities for that particular design option compared to the Modified LPA with Recommended Design Options (column 2). For example, the effects of two auxiliary lanes (column 3) would occur with any other combination of the C Street ramps, I-5 alignment, bridge configuration, and park and ride design options.

a The long-term effects associated with the single-level fixed-span bridge configuration design option (Recommended Design Option) would be the same for both bridge type options, unless otherwise specified.

I-5 = Interstate 5; IBR = Interstate Bridge Replacement; LPA = Locally Preferred Alternative; NHS = National Historic Site; ODOT = Oregon Department of Transportation; OMF = Operations and Maintenance Facility; SR = State Route

Table 3.7-3. Summary of Property Acquisition, Trail Reconstruction, and Park Access (For Design Option Combinations with Differing Impacts).

0	1	2: IBR Program Recommended Design Options	3	4	5	6	7
Effect	No-Build Alternative	Modified LPA with Single-Level Fixed-Span[a] Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	Modified LPA with Double-Deck Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	Modified LPA Single-Level Fixed-Span Bridge Configuration, Two Auxiliary Lanes, with C Street Ramps, Centered I-5, and All Five Park and Rides	Modified LPA with Single-Level Movable-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, Centered I-5, and All Five Park and Rides	Modified LPA Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, without C Street Ramps, Centered I-5, and All Five Park and Rides	Modified LPA Single-Level Fixed-Span Bridge Configuration One Auxiliary Lane, with C Street Ramp, I-5 Westward Shift, and All Five Park and Rides
Total acres [b] of park and recreation resources to be acquired (approximate) [c]	0 acres	0.9 acres	0.9 acres (-760 square feet compared to area of acquisitions for the single-level fixed-span bridge configuration design option stated in Column 2)	0.9 acres (+2,260 square feet compared to area of acquisitions for the one auxiliary lane design option stated in Column 2)	0.9 acres	0.9 acres	0.9 acres (-200 square feet compared to area of acquisitions for the Centered I-5 design option stated in Column 2)
Linear feet of trails to be reconstructed and/or permanently realigned (approximate)	0 acres	6,000 feet	5,800 feet	6,200 feet	6,000 feet	5,900 feet	6,000 feet
Anticipated transit access to park and recreation resources in primary study area	No change	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.

Notes:

The underlined design options shown in columns 3 through 7 identify the specific effects on parks and recreation resources for that particular design option compared to the Modified LPA with Recommended Design Options (column 2). For example, the effects of two auxiliary lanes (column 4) would occur with any other combination of the C Street ramps, I-5 alignment, bridge configuration, and park and ride design options.

a The reasonably foreseeable effects associated with the single-level fixed-span bridge configuration design option (Recommended Design Option) would be the same for both bridge type options, unless otherwise specified.

b Does not include 2.1 acres of property permanently acquired from an off-leash area associated with East Delta Park but located in ODOT-owned right of way.

c Differences would be less than 0.1 acres between the design options.

I-5 = Interstate 5; IBR = Interstate Bridge Replacement Program; LPA = Locally Preferred Alternative; ODOT = Oregon Department of Transportation

East Delta Park

The Modified LPA would alter connections between I-5 and NE Martin Luther King Jr. Boulevard, which could result in some local shifts in traffic patterns. As detailed in Section 4.6 of the Transportation Technical Report(as listed in Appendix H), intersection level of service (LOS) near East Delta Park access points would be LOS C or better (similar to existing conditions) except at the Marine Drive/Martin Luther King, Jr. Boulevard and I-5 northbound/southbound on-/off-ramps; therefore, traffic congestion would not substantially affect local access to and from the park. The Modified LPA would provide additional active transportation connections to East Delta Park, improving access for nonmotorized users.

A 2.1-acre area of ODOT-owned highway right of way north of N Union Court, which was previously used as an off-leash dog area associated with East Delta Park, would be developed with a roadway connection between Oregon Route 99 E and N Union Court and a stormwater facility (Figure 4-1 of the Parks and Recreation Technical Report). The off-leash dog area is currently closed; PP&R has indicated an intent to reopen it once they can restore and maintain it, but has not identified a timeline for this reopening. Because this area is highway right of way, it is not included in calculations of parkland areas that would be acquired and converted.

Views from the park toward the north and west would include new retaining walls, which would cast late-afternoon shadows into the park a similar distance as the trees currently along the west park boundary. As described in Section 4.2 of the Visual Quality Technical Report, recreational viewers at East Delta Park (key viewpoint 1), would perceive a reduction in natural harmony; however, the viewers would have short-duration views and would typically be more focused on recreational activities. Vehicle parking and model aircraft flying, which are activities located in the northwest corner of Delta Park, are not highly view sensitive.

Portions of East Delta Park experience noise levels that approach the FHWA noise abatement criteria, as shown in the IBR Program's Noise and Vibration Technical Report. Traffic noise levels for the No-Build Alternative would be between 56 and 63 dBA, compared to traffic noise levels between 58 and 65 dBA under the Modified LPA.

Marine Drive Trail

The Modified LPA would realign and reconstruct Marine Drive, requiring approximately 3,000 linear feet of the 5-mile Marine Drive Trail to be demolished and rebuilt in a similar location. The rebuilt portion of the trail would be slightly widened to connect with a 16-foot-wide multiuse active transportation path along the north side of Marine Drive, which would replace the existing sidewalk. Following construction of the Modified LPA, the rebuilt portion of the Marine Drive Trail would extend through the Marine Drive interchange, connecting both sides of I-5 to the Expo Center light-rail station, East Delta Park, the existing portion of the Marine Drive Trail, and the crossing over North Portland Harbor to Hayden Island.

The new trails proposed with the Modified LPA would provide a wider path and clearer navigation for path users leading to safer and more direct bicycle and pedestrian connections to the surrounding active transportation network than the circuitous paths that exist in and through the Marine Drive interchange today. The reconstructed portion of the Marine Drive Trail would be designed for forward compatibility with the proposed Bridgeton Trail, and a connection to the Bridgeton Trail is included in the Modified LPA design with an extension through the I-5 right of way.

Bridgeton Trail

The Modified LPA is compatible with the proposed Bridgeton Trail. A connection to the trail is included in the design to allow for future development with an extension of the trail through the I-5 right of way. The new improvements to bicycle and pedestrian facilities provided by the Modified LPA within the Marine Drive interchange area would connect to the proposed Bridgeton Trail. The proposed Bridgeton Trail would

connect to the bicycle and pedestrian improvements provided by the Modified LPA by cutting across the parcel immediately east of I-5, traveling southwest to the new multiuse path provided on the north side of the new local street beneath the Marine Drive interchange. Figure 3.7-2 shows these potential connections. By accommodating these future connections, the Modified LPA has been designed to avoid reasonably foreseeable adverse effects to the proposed Bridgeton Trail.

Because the proposed Bridgeton Trail would be in the same proposed location, traffic noise levels along the future trail, compared to the No-Build Alternative, would be expected to be the same or similar with the Modified LPA.

Gresham/Fairview Trail

The expansion of the Ruby Junction Light-Rail OMF in Gresham would not affect the Gresham/Fairview Trail. The Gresham/Fairview Trail runs through the primary study area along the east side of the existing Ruby Junction Light-Rail OMF, which would not be affected by the expansion to the west of the existing maintenance facility.

Traffic noise levels under the Modified LPA for the Gresham/Fairview Trail are expected to be the same or similar to the noise levels under the No-Build Alternative because the trail would remain in its existing location along the east side of the existing facility.

Wy'East Way Trail

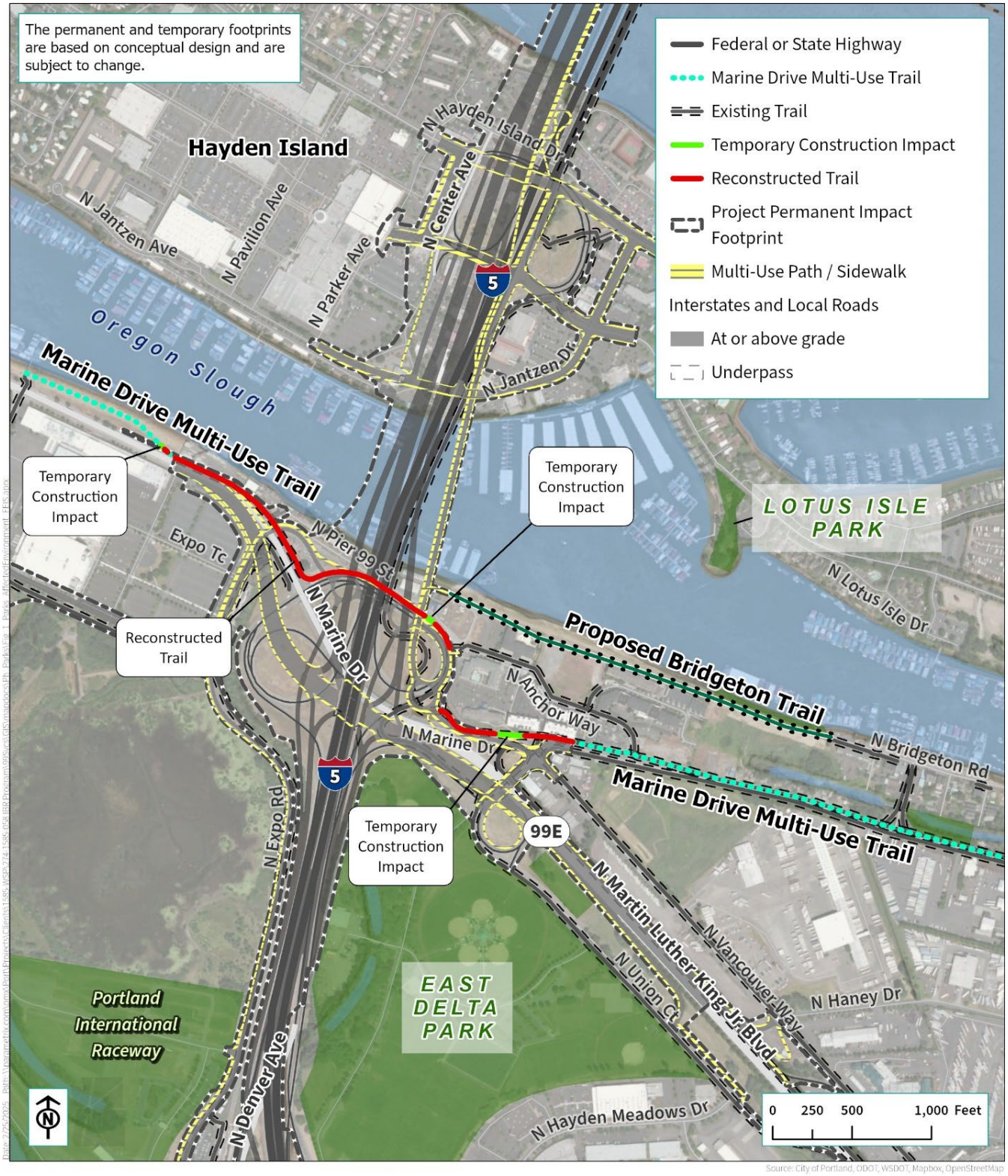
The expansion of the Ruby Junction Light-Rail OMF in Gresham is expected to affect approximately 140 linear feet of the Wy'East Way Trail. The effects would be from new tracks and pavement that would be constructed for the Ruby Junction Light-Rail OMF. Traffic noise levels under the Modified LPA for the Wy'East Way Trail are expected to be the same or similar to the noise levels under the No-Build Alternative because the trail would remain in its existing location along the north side of the existing facility.

Lower Columbia River Water Trail

Users of the Lower Columbia River Water Trail (LCRWT) would likely benefit from the replacement of the Interstate Bridge over the Columbia River, as the number of pier sets in the river would be reduced from nine to six. The bridge piers are obstructions in the water trail and can pose a navigational hazard to those using the trail for recreation and commercial purposes when there is reduced visibility during the night or severe weather affecting steerage and maneuverability; therefore, fewer bridge piers would reduce navigation hazards. Compared to the No-Build Alternative, no substantial changes in traffic noise levels along the LCRWT are expected under the Modified LPA.

The Modified LPA with the single-level fixed-span bridge configuration with one auxiliary lane design options would have approximately 253 linear feet of shading and coverage effects to the LCRWT. Demolition of the existing Interstate Bridge would remove approximately 136 linear feet of existing shading. Therefore, the Modified LPA with the single-level fixed-span bridge configuration with one auxiliary lane design options would result in a net increase of approximately 117 linear feet of shading once the existing Interstate Bridge is removed. The Modified LPA with the single-level movable-span bridge configuration with one auxiliary lane design options would result in approximately 273 linear feet of shading and coverage effects at the movable-span location and 253 feet elsewhere. This would result in a net increase of 117 to 137 linear feet once the existing Interstate Bridge is removed.

Figure 3.7-2. Marine Drive Trail and Proposed Bridgeton Trail



The Modified LPA with the double-deck fixed-span bridge configuration with one auxiliary lane design options would result in approximately 173 linear feet of shading and coverage effects to the LCRWT. Therefore, the Modified LPA with the double-deck fixed-span bridge configuration with one auxiliary lane design options would result in a net increase of approximately 37 linear feet of shading to the LCRWT. Compared to the Modified LPA with the single-level bridge configuration design options, the Modified LPA with the double-deck fixed-span bridge configuration design options would result in approximately 80 to 100 fewer linear feet of shading and coverage effects on the LCRWT. Compared to the Modified LPA with one auxiliary lane, the Modified LPA with two auxiliary lanes would result in approximately 16 additional linear feet of shading and coverage of the LCRWT.

The new Columbia River bridges would be visible from the LCRWT. From the river, views of trees, vegetation, shorelines, and other natural elements would be relatively similar. The bridge decks for all the Modified LPA's Columbia River bridge configuration design options would be higher than the existing bridge decks, which may increase a visual sense of openness along the Columbia River shoreline and increase natural harmony. See Section 3.9, Visual Quality, for more detail on visual effects.

Lewis and Clark National Historic Trail

As with the LCRWT, users of the Lewis and Clark National Historic Trail along the Columbia River would benefit from the reduced navigational hazard as a result of the reduced number of bridge pier sets in the Modified LPA. Compared to the No-Build Alternative, no substantial changes in traffic noise levels along the Lewis and Clark National Historic Trail are expected under the Modified LPA.

The Modified LPA with the single-level fixed-span bridge configuration with one auxiliary lane design options would have approximately 253 linear feet of shading and coverage effects to the Lewis and Clark National Historic Trail. Demolition of the existing Interstate Bridge would remove approximately 136 linear feet of existing shading. Therefore, the Modified LPA with the single-level fixed-span bridge configuration with one auxiliary lane design options would result in a net increase of approximately 117 linear feet of shading once the existing Interstate Bridge is removed as described in Section 2.3, Modified LPA Construction. The Modified LPA with the single-level movable-span bridge configuration with one auxiliary lane design options would result in approximately 273 total linear feet of shading and coverage effects at the movable-span location and 253 feet elsewhere. This would result in a net increase of 117 to 137 linear feet of shading and coverage effects once the existing Interstate Bridge is removed.

The Modified LPA with the double-deck fixed-span bridge configuration with one auxiliary lane design options would result in approximately 173 linear feet of shading and coverage effects to the Lewis and Clark National Historic Trail. Therefore, the Modified LPA with the double-deck fixed-span bridge configuration with one auxiliary lane design options would result in a net increase of approximately 37 linear feet of shading to the Lewis and Clark National Historic Trail. Compared to the Modified LPA with the single-level bridge configuration design options, the Modified LPA with the double-deck fixed-span would result in approximately 80 to 100 fewer linear feet of shading and coverage effects on the Lewis and Clark National Historic Trail. Compared to the Modified LPA with one auxiliary lane, the Modified LPA with two auxiliary lanes would result in approximately 16 additional linear feet of shading and coverage of the Lewis and Clark National Historic Trail. From the shoreline, views of trees, vegetation, and other natural elements would be relatively similar. The bridge decks for all the Modified LPA's bridge configuration design options would be higher than the existing bridge decks, which may increase a visual sense of openness along the Columbia River shoreline and increase natural harmony. The new bridges would be visible from the Lewis and Clark National Historic Trail. See Section 3.9, Visual Quality, for more detail on visual effects.

Columbia River Renaissance Trail

The Modified LPA would permanently realign approximately 1,000 linear feet of the Columbia River Renaissance Trail. Currently, the only access to the Columbia River Renaissance Trail from I-5 is via steep or circuitous paths extending from the north end of the Interstate Bridge to Columbia Way and then across Columbia Way. The Modified LPA would include a new multiuse path that would extend underneath the northbound Columbia River bridge and connect directly to the trail along the realigned Columbia Way.

The Modified LPA would reduce the number of connections between the Columbia River bridges and the waterfront from two to one, and the connection would be wider, safer and easier to navigate than the steep and circuitous paths that currently extend from the Interstate Bridge, benefiting the Columbia River Renaissance Trail users. The Modified LPA would result in minimal change (-3 to +3 dBA, depending on location) in noise levels along the Columbia River Renaissance Trail compared to the No-Build Alternative. See Section 3.11, Noise, for more detail on noise effects.

Discovery Historic Loop Trail

The Modified LPA, with the C Street ramps, would permanently realign approximately 2,750 linear feet of the Discovery Historic Loop Trail with construction of the new Columbia River bridges and demolition of the existing bridges. The elimination of the C Street ramps at the SR 14 interchange would reduce the permanent realignment of the Discovery Historic Loop Trail to approximately 2,579 linear feet—a reduction of approximately 174 linear feet. The affected portions of the Discovery Historic Loop Trail include approximately 1,000 linear feet where it shares an alignment with the Columbia River Renaissance Trail, with the impacts discussed above under the heading Columbia River Renaissance Trail.

Users of the section of the Discovery Historic Loop Trail traversing downtown Vancouver streets would benefit from new and improved intersections, sidewalks, and bicycle lanes under the Modified LPA, which would result in an overall improvement in safety. Trail users would benefit from the Community Connector that would be constructed south of Evergreen Boulevard. This Community Connector would include off-street pathways for active transportation modes including pedestrians, bicyclists, and other micro-mobility modes, and public space and amenities to support the active transportation facilities – improving connections between downtown Vancouver and the VNHR and adding to the network of public spaces in the area. The Community Connector, which would span over I-5, could provide some reduction in highway noise when compared to existing sidewalks and bike lanes, which would further enhance the user experience when traveling this section of the Discovery Historic Loop Trail.

Project modifications would be visible from the Discovery Historic Loop Trail. See Section 3.9, Visual Quality, for more detail on visual effects.

Fort Vancouver National Historic Site

Under the Modified LPA, land acquired from the Fort Vancouver NHS would consist of narrow strips along its southern and western edges. Specifically, Fort Vancouver NHS land would be acquired along SR 14 west of the Confluence Land Bridge. The Modified LPA single-level bridge configurations with one auxiliary lane design options would require an approximately 0.42-acre permanent acquisition from the Fort Vancouver NHS. These permanent impacts would result from the modifications to the I-5/SR 14 interchange and the widening of I-5. Compared to the single-level bridge configuration design options, the Modified LPA with the double-deck fixed-span bridge configuration with one auxiliary lane design options would result in the permanent acquisition of approximately 0.4-acres at Fort Vancouver NHS (approximately 0.02 acres less park land than the Modified LPA single-level bridge configuration design options). The Modified LPA with the double-deck fixed-span bridge and two auxiliary lanes would result in the permanent acquisition of approximately 0.43 acres of parkland at Fort Vancouver NHS (approximately 0.02 acres less due to the double-deck design option and an additional approximately 0.03 acres more due to the additional auxiliary

lane design option than the Modified LPA single-level bridge configuration with one auxiliary lane design options). See Table 3.7-3, above, for a comparison of parkland acquisitions by design option. The Modified LPA under all design options would also require the acquisition of a small permanent airspace easement of the Fort Vancouver NHS to maintain the elevated ramp structures. At this time, no recreation facilities are expected to be displaced. See Chapter 4, Section 4(f), for a discussion of character-defining features and more information about impacts.

Although the Modified LPA would require the acquisition of land near the partial reconstruction of the HBC Village, it would not substantially interfere with the NPS plans for further reconstruction. The acquired area would be limited to existing and planned landscaping along SR 14 and the I-5/SR 14 interchange. Views from the village area would change due to the new Columbia River bridges and elevated structures that would shift closer to viewers. The Confluence Land Bridge would not be physically affected by reconstruction of the I-5/SR 14 interchange, although views of the Columbia River and Vancouver shoreline area from the Confluence Land Bridge to the southwest would change due to the increased heights of the interchange ramps and the bridges crossing the Columbia River.

The Modified LPA would not result in reasonably foreseeable long-term effects on the Waterfront Park component of the Fort Vancouver NHS, beyond changes in western and southern views from the new Columbia River bridges. These changes in views are not expected to adversely affect the function or enjoyment of Waterfront Park as use of the park and views of the Vancouver shoreline area and Columbia River would be similar to existing conditions. Traffic noise levels are expected to increase by 0-6 dBA throughout much of the Fort Vancouver NHS with the Modified LPA as compared to the No-Build Alternative. Traffic noise levels at the Waterfront Park component of the Fort Vancouver NHS are expected to remain roughly similar (+ 2-3 dBA) as compared to the No-Build Alternative. See Section 3.11, Noise, for more detail on noise effects.

Figure 3.7-3 shows the permanent and temporary impacts for each of the Modified LPA design options.

Old Apple Tree Park

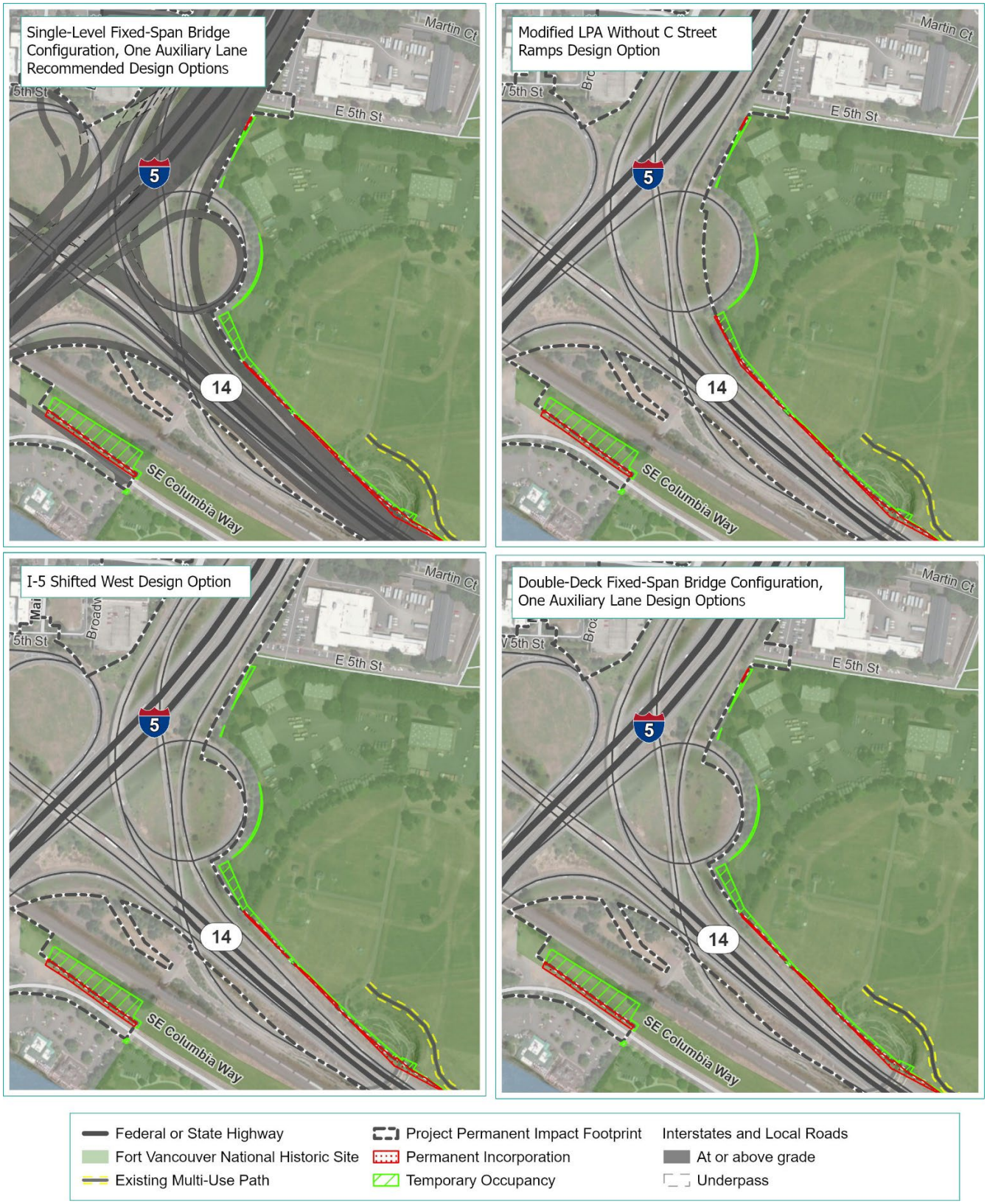
The Modified LPA would construct a multiuse trail connection on an approximately 0.08-acre easement from Old Apple Tree Park for a new shared-use active transportation path that would link Main Street and downtown Vancouver to Parks and Recreation facilities east of I-5. Users of the Confluence Land Bridge, which extends over SR 14 and connects the Vancouver waterfront with the Fort Vancouver NHS, would benefit from this new path as they travel through the park.

The Modified LPA would also require a permanent inspection and maintenance easement (less than 0.1 acres) along the northern edge of Old Apple Tree Park for maintenance of the I-5 northbound to SR 14 elevated ramp. The new I-5 northbound to SR 14 interchange ramp would be located closer to Old Apple Tree Park than the existing ramp, coming within 5 to 10 feet of its northern boundary. The ramp would not adversely affect user experience because trees in the forested buffer along the northern edge of the park would be managed in accordance with WSDOT and VPRCS policies and procedures for the management of vegetation and trees to minimize the removal or damage of trees.

Traffic noise levels in Old Apple Tree Park are predicted to decrease slightly with the Modified LPA compared to the No-Build Alternative because the new SR 14 ramp would either be higher in elevation than the existing ramp (reducing noise levels at grade within the park) or be eliminated. The ramp would not adversely affect user experience since trees in the forested buffer along the northern edge of the park would be managed in accordance with WSDOT and VPRCS policies and procedures, reducing the visual presence of the ramp. See Chapter 4, Section 4(f), for a discussion of character-defining features and more information about impacts.

Users traveling through or visiting the park would continue to have access to the old apple tree site, open space, and connections to the Fort Vancouver NHS.

Figure 3.7-3. Fort Vancouver National Historic Site – Comparison of Modified LPA and Design Options



Vancouver Landing

The Modified LPA would not result in long-term effects on the Vancouver Landing recreational area other than changes in eastern and southern views toward the new Columbia River bridges. The new bridges, under the Modified LPA, would be located immediately east of Vancouver Landing, changing southward views of the river, and would open up eastward views under the bridge because the bridge deck would be higher and there would be fewer in-water piers. Westward views would remain unchanged. Eastward views would change under the Modified LPA by having the bridge located closer, while opening up views under the bridge along the river. These changes in views would not substantially impair the aesthetic enjoyment of Vancouver Landing because views would remain unchanged to the west and south, while views to the east would replace the existing bridges with the new bridges in the viewshed. See Section 3.9, Visual Quality, for more information about visual impacts. The improved active transportation connections provided by the Modified LPA could result in more recreational users of the park. See Chapter 4, Section 4(f), for a discussion of character-defining features and more information about impacts.

Marshall Community Center, Luepke Senior Center, and Marshall Park

The Modified LPA would require acquisition of approximately 0.5 acres of land from the parcel that includes the Marshall Community Center, the Luepke Senior Center, and Marshall Park, which would be approximately 3% of the 19-acre facility. The area needed would be for a fill wall associated with the elevated exit ramp from I-5 northbound to Fourth Plain Boulevard. Approximately 0.1 acres of the 0.5-acre acquisition would consist of Federal Lands to Parks (FLP) program–protected land.

The permanent acquisition would displace up to four horseshoe pits and trees (both in state right of way and within the park boundary), including several large sequoia trees that serve as a buffer between the community center campus and I-5. The community center currently has a view of the parking lot and the proposed fill wall would be located along the border of the parking lot, with a height of up to 20 feet. The existing parcel also contains a few medium-sized trees and provides a partial vegetative buffer between the park and I-5. Specific tree replanting and landscaping requirements, including the reestablishment of a vegetated buffer, would be determined by the City of Vancouver Urban Forester during the tree removal permitting process.

Traffic noise levels from I-5 are predicted to remain between 58 and 70 dBA at Marshall Community Center, the Luepke Senior Center, and Marshall Park under the Modified LPA, which is similar to existing levels, but less than the No-Build Alternative due to the additional of a noise wall located between E McLoughlin Boulevard and E Mill Plain Boulevard. The addition of the light-rail transit (LRT) line along the west side of I-5 would not result in an increase in noise levels.

The Marshall Community Center and Luepke Senior Center currently has a view of a parking lot, beyond which landscaping provides a partial vegetative buffer to I-5. Replacement trees and landscaping could take several years to reach maturity, but the visual change would not diminish the long-term character, use, or enjoyment of the current facility. See Section 7.1 of the Parks and Recreation Technical Report (as listed in Appendix H) for more detailed information. The impacts to the FLP-protected portion of the acquisition would be mitigated via recreational enhancements and funding to construct replacement recreational facilities, as requested by the City of Vancouver. Specific improvements would be developed through the City of Vancouver's park planning and public involvement process. See Section 3.21 of this Final SEIS, Section 6(f) and Federal Lands to Parks, for more information on mitigation for conversion of FLP-protected land.

Kiggins Bowl Sports Fields and Stadium

The Modified LPA would require the acquisition of less than 0.01 acres of the Kiggins Bowl Sports Fields and Stadium property for a retaining wall near the southern access, along the east side of Discovery Middle School. This permanent acquisition would not displace park use. A permanent subsurface easement, totaling

approximately 0.3 acres, would extend from the retaining wall to under the access road for the installation of long ties that would anchor the wall into the soil. This subsurface easement would not permanently affect the aboveground use of this area but would limit excavation below a depth that would be determined based on the final design of the retaining wall.

3.7.4 Temporary Reasonably Foreseeable Effects

The geographic proximity and temporal scope described in the Chapter 3 introduction are used to assess temporary reasonably foreseeable effects to parks and recreation facilities. The duration of these temporary effects will depend on the construction components as indicated in Table 2-5 of Section 2.3. Construction of all components identified in the Modified LPA could last more than 10 years.

No-Build Alternative

Under the No-Build Alternative, construction and associated construction-phase impacts such as use of park lands; traffic detours; temporary closures; and noise, dust, and vibration would not occur. Overall, there would be no reasonably foreseeable temporary effects or benefits to park and recreation resources from the No-Build Alternative.

Modified LPA

Construction of the Modified LPA includes construction of the new bridges and removal of the existing Interstate Bridge. Reasonably foreseeable temporary effects of the Modified LPA on park and recreation resources include temporary easements on park land to stage construction and/or store materials; increased noise, glare, dust, and vibration; and temporary closures, detours, and congestion that could delay users traveling to parks or recreational activities. Temporary impacts on park and recreation resources are summarized in Table 3.7-4. The narrative following the table provides additional description for parks where more potentially substantial temporary effects would occur. Unless otherwise noted, reasonably foreseeable temporary effects are expected to be consistent across all Modified LPA design options.

Table 3.7-4. Modified LPA Temporary Effects on Park and Recreation Resources

Resource	Description of Temporary Effects from Modified LPA
East Delta Park	• Approximately 0.1 acres of temporary impacts for construction of retaining wall. • As part of Program construction activities, trees along the western edge of the park may require pruning, removal or their root systems may be affected. • Increased noise and dust.
Marine Drive Trail	• Approximately 3,000 linear feet of the Marine Drive Trail would be temporarily diverted during construction to the opposite side of Marine Drive and along the south side of Portland Expo Center. • Approximately 122 feet of the recreational trail segment on the levee would be temporarily closed and occupied for construction of a stormwater pond.
Gresham/Fairview Trail	• No temporary effects from construction.
Wy'East Way Trail	• Temporary trail detours and disruptions at NW Burnside Court and NW Eleven Mile Avenue / Wy'East Way.

Resource	Description of Temporary Effects from Modified LPA
Lower Columbia River Water Trail and Lewis and Clark National Historic Trail	• Recreational marine travel along the Columbia River would be constrained. Safe passage routes or detours, if necessary, would be provided through construction. • Possible temporary closure of near-shore areas to recreational use due to safety considerations.
Columbia River Renaissance Trail and Discovery Historic Loop Trail	• Increased levels of noise, dust, glare, and release of air pollutants from construction equipment. • Long-duration closures of connections between downtown Vancouver and SR 14. Trail users diverted to Columbia Way to reach downtown Vancouver.
Vancouver Landing	• No reasonably foreseeable physical temporary effects expected from active construction. • Temporary impacts from noise and changes in obstructed views of the Columbia River at I-5 during demolition and construction of the new bridge.
Fort Vancouver NHS	• Temporary construction easement on approximately 1 acre of the Fort Vancouver NHS, which would be adjacent to I-5 near the C Street ramp and E Fifth Street and near the Confluence Land Bridge, for construction of retaining wall. The required temporary easement would range from approximately 0.9 acres under the Modified LPA without C Street ramps design option to approximately 1.0 acres for the Modified LPA with I-5 westward shift design option. The other design options would be within this range. • Increased noise, vibration, and dust. • Temporary construction impacts from increased noise, changes in views of the Columbia River at I-5, and glare from construction lighting at Waterfront Park.
Vancouver Waterfront Park	• No temporary effects.
Old Apple Tree Park	• Temporary construction easement on approximately 0.4 acres. • Increased noise, glare from construction lighting, additional dust, and possibly debris entering the park. • Temporary increases in traffic levels along Columbia Way may affect trail users leaving or entering the park.
Marshall Community Center and Park	• Temporary construction easement on approximately 0.4 acres during construction. • Realignment and/or closure of accesses and potential temporary closure of access and portion of parking. • Increased noise/vibration, as well as glare from construction lighting.
Clark College Recreation Fields	• Increased noise, vibration, dust, and glare.
Arnada Park	• No temporary impacts.

Resource	Description of Temporary Effects from Modified LPA
Leverich Community Park	• Revised access and traffic movements on 39th Street during construction of the SR 500/I-5 interchange. • Increased noise, dust, and glare.
Burnt Bridge Creek Trail	• No temporary impacts.
Kiggins Bowl Sports Fields/Stadium	• Temporary construction easement on approximately 0.01 acres. • Increased noise, vibration, and dust.

I-5 = Interstate 5; LPA = Locally Preferred Alternative; SR = State Route

East Delta Park

Under the Modified LPA, highway construction would require a temporary construction easement from approximately 0.1 acres from the western and northern edges of East Delta Park. The affected area is covered by grass that is mowed periodically, as well as trees and shrubby vegetation. The temporary construction easement would be required to gain access to the I-5 right of way to build a retaining wall that would support the I-5 northbound bridge to the Marine Drive interchange ramp. The duration of the temporary construction easement in East Delta Park would be less than six months. Construction activities would generate noise and dust and damage the grass where construction equipment would operate. All landscaping would be restored after construction.

As part of Program construction activities, trees along the western edge of the park may require pruning, removal or their root systems may be affected. The IBR Program will obtain a Non-Parks Use Permit and a Tree Removal Permit from the City of Portland and removed trees would be replaced.

Wy'East Way Trail

The Wy'East Way Trail could experience trail detours and disruptions at NW Burnside Court and NW Eleven Mile Avenue / Wy'East Way.

Lower Columbia River Water Trail

During construction of the Columbia River bridges and the demolition of the existing Interstate Bridge, both recreational and commercial marine travel along the Columbia River would be limited. Users of the LCRWT would be provided with a safe passage route or detours, if necessary, through the construction zone. However, for safety purposes, it is possible that recreational travel through the primary study area would be limited at times and trail users may not be able to access some areas. For example, during construction or demolition of the shallow-water piers, near-shore areas may be closed to recreational use. Trail users in kayaks or canoes may not be able to venture into the mid-river detour routes that involve faster-flowing water and possible interactions with motorized boats. This impact would be the same for the Modified LPA with or without the C Street Ramp design options.

Reasonably foreseeable temporary effects of the Modified LPA with two auxiliary lanes and the single-level fixed-span bridge configuration (all bridge type design options) and single-level movable-span bridge configuration design options would be similar to those described above.

Lewis and Clark National Historic Trail

Temporary impacts to the Lewis and Clark National Historic Trail would be the same as those described above for LCRWT.

Columbia River Renaissance Trail and Discovery Historic Loop Trail

Access under I-5 between downtown Vancouver and the Columbia River would be maintained throughout the duration of construction, though temporary detours and trail realignments would occur. The Columbia River Renaissance Trail would extend directly beneath the construction of the new Columbia River bridges and demolition of the existing Interstate Bridge. Trail users would experience increased levels of noise, changes in views of the Columbia River, glare from construction lighting, air pollutants from construction equipment, and possibly dust from construction activities.

Additionally, during construction at the I-5/SR 14 interchange, connections between downtown Vancouver and SR 14 would be closed for periods of time. Drivers and bicyclists attempting to make this movement would be detoured to enter and exit SR 14 at Exit 1 (Columbia House Boulevard) and would be required to travel along Columbia Way to reach downtown Vancouver. This would temporarily increase traffic levels on this street, which is adjacent to the Columbia River Renaissance Trail. This increase in traffic levels could pose a risk to trail users crossing into Old Apple Tree Park or crossing Columbia Way for another reason.

Fort Vancouver National Historic Site

The Modified LPA with a single-level fixed-span or single-level movable-span bridge configuration design option would temporarily affect approximately 1 acre of the Fort Vancouver NHS for construction of a retaining wall along I-5 in the western portion of the park, representing less than 1% of the 204-acre park.

Compared to the single-level fixed-span bridge configuration design options, the narrower double-deck fixed-span bridge configuration design option would result in approximately 0.1 acres of additional temporary impacts at Fort Vancouver NHS. The Modified LPA with two auxiliary lanes would require temporary disturbance of 0.96 acres of park land at the Fort Vancouver NHS. This is an approximately 0.03-acre decrease in temporary impacts from the Modified LPA with one auxiliary lane.

The Modified LPA with the removal of the existing C Street ramps at the SR 14 interchange would temporarily affect approximately 0.98 acres of the Fort Vancouver NHS, which would be adjacent to the West Barracks and at the west end of Officer's Row, for construction of a retaining wall along I-5. This would represent a minimal decrease (less than 0.02 acres) in temporary impacts compared to the other Modified LPA design options. The I-5 westward shift would reduce overall temporary impacts by approximately 0.02 acres.

Figure 3.7-3 shows the Modified LPA's anticipated permanent and temporary impacts at the Fort Vancouver NHS.

Waterfront Park west and east of the Columbia River bridges may experience temporary construction impacts such as increased noise, changes in views of the Columbia River at I-5, and glare from construction lighting. Waterfront Park users would be far enough to the west and east that they would not likely be affected air pollutant releases from construction vehicles and equipment or dust associated with construction.

Construction at the I-5/SR 14 interchange and along I-5 would temporarily increase noise, vibration, and dust that would distract from recreational activities, particularly for those seeking quiet.

Old Apple Tree Park

The Modified LPA would require a temporary construction easement of approximately 0.4 acres of Old Apple Tree Park during construction of the new I-5 northbound to SR 14 westbound ramp and new multiuse trail connections to the park. Demolition of the existing ramp and construction of the new SR 14 westbound off-ramp would result in increased levels of noise, glare from construction lighting, additional dust, and possibly debris entering the park. Temporary increases in traffic levels along Columbia Way, as described above, may make it more challenging for trail users to leave or enter Old Apple Tree Park.

Marshall Community Center, Luepke Senior Center, and Marshall Park

The Modified LPA would require realigning the accesses to Marshall Community Center, Luepke Senior Center, and Marshall Park along McLoughlin Boulevard. This would result in temporary construction-related effects to approximately 0.4 acres along the western boundaries of the parcel. Access to and from the Marshall Community Center would be maintained during the duration of construction. One of the two access points may need to be closed for short periods to complete construction. During potential access closures, the one-way access between the two main parking lots would likely be signed for two-way traffic to allow for full use of the parking facility, which would likely require flaggers because this access is only one lane. Access closures would be coordinated with VPRCS.

Users of Marshall Community Center, Luepke Senior Center, and Marshall Park would likely experience increased levels of noise and glare from lighting for construction of the I-5 northbound exit ramp to Fourth Plain Boulevard.

Clark College Recreation Fields

No temporary impacts are expected to the Clark College Recreation Fields from construction of the Modified LPA.

Similar to Marshall Community Center and Park, users of this facility would likely experience increased levels of noise and glare from construction lighting. Additionally, users attempting to access this facility from McLoughlin Boulevard may experience delays as they navigate through the construction on this street.

Arnada Park

No temporary impacts are expected to Arnada Park from construction of the Modified LPA.

Kiggins Bowl Sports Fields and Stadium

Construction of the retaining wall along the access to Kiggins Bowl Sports Fields and Stadium would temporarily affect less than 0.01 acres of the property. Construction is not expected to limit access by passenger vehicles, bicyclists, or pedestrians. The movement of heavier trucks and buses along this road could be restricted during installation of the underground tiebacks for the retaining wall. Every effort would be made to minimize closures of this access to large vehicles during times that have been identified by Vancouver Public Schools as high use times (e.g., September 1 through November 15). If closures are unavoidable and access to the stadium or fields is needed, an appropriate detour route would be established. This detour would be signed and would direct users to the northern access point from Main Street. The contractor would be directed to coordinate with the Vancouver Public Schools on planned access closures.

Construction along I-5 would temporarily increase noise, vibration, and dust that would distract from recreational activities, particularly for those seeking quiet. Construction activities associated with the Modified LPA, including all design options, would be on small portions of the Discovery Middle School property that are located at the far southeastern corner, which is not within the park area. See Chapter 4, Section 4(f), for a discussion of character-defining features and more information about impacts.

3.7.5 Intentionally Left Blank

3.7.6 Avoidance, Minimization, and Mitigation Measures

The following regulatory and Program-specific measures are proposed to address long-term and temporary effects on parks and recreation facilities. Table 3.7-5 lists temporary and long-term avoidance and minimization measures. Table 3.7-6 lists temporary and long-term mitigation measures.

Avoidance, minimization, and mitigation measures for ecosystems impacts that could potentially affect parks and recreation users and resources are described in Section 3.16, Ecosystems, and are not included in the tables below.

Table 3.7-5. Avoidance and Minimization Measures

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Temporary	Potential disturbance or removal of trees in parks and recreation areas during construction	ODOT and WSDOT will coordinate with the contractor to comply with the City of Vancouver's tree conservation requirements (VMC 20.770.090, Tree, Vegetation, and Soil Protection During Construction), City of Portland's preservation standards for trees in development situations (PCC 11.50.040, Tree Preservation Standards), and City of Portland's Tree Plan requirements (PCC 11.50.020). Protect trees, to the extent practical, on park property that would be close to construction activities (as defined in PCC 11.60.030 and VMC 20.770.090), from adverse impacts as directed by the agency managing the park land (the cities of Vancouver, Portland, and Gresham; NPS; Clark College; and Vancouver Public School District).
Temporary	Disruption of events at public parks and recreation facilities during construction	ODOT and WSDOT will coordinate with the contractor to schedule construction-related closures at public parks and recreation facilities to minimize effects on planned events, as feasible.
Temporary	Restrictions on recreational trails in the Columbia River during construction	ODOT and WDSOT will provide notice to users of the recreational water trails in the Columbia River of temporary construction restrictions.
Temporary	Access restrictions to, and temporary closures of, recreational fishing areas during construction	ODOT and WSDOT will notify recreational anglers of temporary access restrictions to fishing areas. ODOT and WSDOT will also consider other coordination efforts, including working with the Washington Department of Fish and Wildlife and the Oregon Department of Fish and Wildlife to share closure information and distribute information at appropriate locations.
Long-Term	Changes in the visual quality of a park or recreation area from project structures	ODOT and WSDOT will explore retaining wall façade treatments adjacent to parks and recreation areas to improve the visual quality, where feasible.
		ODOT and WSDOT will screen portions of the Modified LPA from view within parks and recreation areas where feasible within DOT right of way.

DOT = Department of Transportation; ODOT = Oregon Department of Transportation; PCC = Portland City Code; VMC = Vancouver Municipal Code; WSDOT = Washington State Department of Transportation

Table 3.7-6. Mitigation Measures

Temporary or Long-Term	Impact Type	Mitigation Measure
Temporary	Ground disturbance of park features, including landscaping, during construction	ODOT and WSDOT, and the contractor will coordinate with Officials with Jurisdiction to restore park features, including landscaping, to its original condition or better. New landscaping will include plants that are resilient or adaptive or in accordance with an established restoration plan.
Temporary	Tree removal within parks and recreation areas	Where trees would be removed from a park or recreation area, ODOT and WSDOT will coordinate with the appropriate jurisdiction to follow their tree removal permitting process and tree replanting requirements of PCC 11.40.060 (Tree Replacement Requirements) and VMC 20.770.050 (Tree, Vegetation, and Soil Plan Required), including location and type.
Long-Term	Potential removal of recreational amenities within parks	As coordinated with the park owners, ODOT and WSDOT will replace recreational amenities, such as sports facilities, on acquired park land or fund replacement of equivalent features in the same park or one nearby.

ODOT = Oregon Department of Transportation; PCC = Portland City Code; VMC = Vancouver Municipal Code; WSDOT = Washington State Department of Transportation