

February 20, 2007

TO: Columbia River Crossing Task Force

FROM: Doug Ficco, CRC Project Director
John Osborn, CRC Project Director

SUBJECT: Public Comment on the Proposed Range of Alternatives to Advance into the Draft EIS

Introduction

On November 21, 2006, the Columbia River Crossing (CRC) project team issued its recommendations on the range of alternatives to advance into the Draft Environmental Impact Statement (DEIS). The CRC Task Force will meet on February 27, 2007, to consider public comment and decide whether to accept or suggest modifications to these recommendations. This report summarizes the community input received between November 22, 2006, and February 6, 2007.

The project team conducted an intensive outreach effort designed to share information, encourage discussion and gather comments on the staff recommendation. The focal point of this outreach effort was four open houses, two held in Washington and two in Oregon. Appendix B includes a comprehensive list of other public meetings, events and open houses held between November 22, 2006, and February 6, 2007. Appendix C details the public notice provided and promotional activities conducted to encourage the review of and comment on the staff recommendation.



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At each of the four open houses, comments were gathered using the following methods:

- Comment forms filled out by hand (see Appendix D)
- Comment forms filled out electronically on computer stations provided at the meeting (see Appendix D)
- Court reporter transcripts
- Flip chart notes of verbal comments shared with staff

In addition to the open house events, the project team sought comments at 28 public meetings in Oregon and Washington. Meeting summaries with comments from these group discussions are included in this report. Comment forms were also distributed at public meetings occurring after January 17, 2007 – the date of the first open house.

The project team also received public input through:

- Web based comment forms
- E-mails, letters and phone calls to the CRC project office
- A tear-off, self-mailed comment form included in the Winter 2006 project newsletter

Comments

The following section summarizes public input received from November 22, 2006, through February 6, 2007. Appendix E includes copies of all the public comments and public meeting summaries received after February 6 because these were too recent to summarize in this draft report. All comments received through February 27, 2007, will be included in the final version of this report.

Two types of public comments are summarized in this report: responses to closed-ended questions included on comment forms and general feedback received through all other methods described above. Readers are cautioned that the comment-gathering methods detailed in this report were not conducted as statistically valid surveys, and therefore, the results are not necessarily representative of broader public opinion.

Responses to Closed-ended Questions

A total of 184 people responded to closed-ended questions asked in comment forms. Comment forms were available on the CRC project web site, and were distributed at open houses in hardcopy and electronic formats. Hard copy comment forms were also distributed at additional public meetings and events.

The comment forms were modified during the outreach process. An explanation of the modifications made to comment forms, copies of each of these forms, and a detailed breakdown of responses to each version, is provided in Appendix D. Summarized below are the responses to two of the closed-ended questions which remained consistent on all of the comment forms and asked if people agreed with the staff recommendation.

Public Responses to Closed-Ended Questions

Response	Number	Percentage
Staff recommendation on river crossing		
Agree	114	62%
Disagree	21	11%
No Answer, Undecided, or See comment on back	49	27%
Staff recommendation on transit modes		
Agree	108	59%
Disagree	15	8%
No Answer, Undecided, or See comment on back	61	33%

General Feedback

Although the public comments included in this memo were taken from a variety of sources, they were submitted primarily as emails to the project office, open-ended feedback from comment forms, and comments made and recorded at outreach events (taken from outreach summaries). Because outreach summaries are composed of comments that have already been generalized, it is not possible to quantify this input. Instead, this memo reflects the range of issues that have been communicated with project staff. The entire set of verbatim public comments is available on request.

The comments can be organized into twelve general categories:

- River Crossing
- Transit
- Interchanges
- Congestion
- Economy and Freight
- Safety and Seismic
- Community Livability and Human Resources
- Bicycle and Pedestrian Access
- Natural Resources
- Project Financing & Tolling
- Process
- Other



Many categories below note the number of written comments received pertaining to that topic (*in parentheses*). Appendix A lists the frequency of comments addressing each category being tracked. In the few cases where a number is not provided in the headings below, it is because the topic corresponds to multiple issues listed in Appendix A.

River Crossing (included in multiple categories listed in Appendix A)

General

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- Support for advancing the CRC project team recommended range of alternatives: a no-build alternative, a replacement bridge with Bus Rapid Transit (BRT) and a replacement bridge with Light Rail Transit (LRT).
- Concern that the current build alternatives do not include additional bridge lanes.
- Statement that any new bridge should have enough vertical clearance to avoid lifts.
- Concern that the roadway geometry of a new bridge to the east or west of the current I-5 Bridges will have unsafe interchanges.
- Statement that the CRC project team should coordinate with the Port of Portland regarding a possible arterial connection between North Portland and the Port’s property on West Hayden Island.

Arterial Bridge (25 comments)

- Support for an arterial bridge, because it could:
 - Allow for the elimination of dangerous I-5 interchanges.
 - Ease congestion on I-5.
 - Spur development in downtown Vancouver.
- Opposition to an arterial bridge.

Replacement Bridge (96 comments)

- Support for a replacement bridge based on the statements that:
 - It would have the least negative environmental impact.
 - It would eliminate the need for bridge lifts.
- Opposition to a replacement bridge based on a desire to retain the existing I-5 Bridge.

Existing Bridges (31 comments)

- Support for keeping the existing I-5 Bridges based on the statements that:
 - The 1917 structure is of historic significance.
 - Previous financial investment in these structures warrants their preservation.
 - It will contribute to the economic vitality, through heritage tourism, of Vancouver.
- Support for turning the existing I-5 Bridge into a pedestrian oriented tourist destination with shops and restaurants.
- Support for demolishing the existing I-5 Bridge and using its piers for a new bridge.
- Support for adding a second level to the existing I-5 Bridge based on statements that this would:
 - Lower project costs.
 - Decrease right of way needs.

Third Corridor (10 comments)

- Support for replacing the existing railroad bridge with a two-level bridge that would accommodate LRT, arterial traffic, rail freight and connect by roadway to the west side of the Willamette River in Portland.
- Support for building more river crossings away from the existing I-5 alignment, based on statements such as:
 - I-5 will not be able to accommodate future growth.
 - Eastern Clark County population is growing and an easterly river crossing would better serve that population.

- Support for a variety of west side bypass river crossing and freeway alignments linking Clark County to Washington County.
- Support for an I-5 expressway from SR 500 to I-84/I-405.
- Support for using I-5 and its existing bridges for northbound traffic and I-205 and its existing bridge for southbound traffic, plus improved east-west connecting roads and a new western crossing near the existing railroad bridge.



Tunnel (categorized under “Other Concepts”; please see Appendix A)

- Support for a tunnel included statements such as:
 - Tunnels are less disruptive to neighborhoods and traffic patterns.
 - Tunnels are compatible with river navigation.
- Questions were posed over whether a tunnel option was considered.

Transit (included in multiple categories listed in Appendix A)

Buses and Bus Rapid Transit (39 comments)

- Support for BRT, including statements such as:
 - Travel is faster than LRT.
 - Routes can be altered in the future as the need arises.
- Support for express bus service from Clark County to downtown Portland and from Clark County to Washington County.
- Support for a Clark County bus connection to LRT in Oregon.
- Support for free transfers between C-TRAN and TriMet.
- Support for increased frequency of C-TRAN bus service.
- Concern that the Lane Transit District’s BRT system has problems that might also surface on an I-5 system.
- Concern that bus stops have negative impacts on adjacent businesses.
- Comment that a better understanding of BRT was needed.

Light Rail Transit (172 comments)

- Comments for and against, and questions regarding, Light Rail Transit (LRT):

- Favorable comments included:
 - Support for bringing LRT from Portland across the existing, or a new, I-5 Bridge into Vancouver / Clark County. Reasons for this support included statements such as:
 - LRT would reduce congestion on I-5.
 - LRT would enable more businesses to locate in downtown Vancouver.
 - Washington residents currently use park and rides in Oregon, and an extension into Washington would make LRT use more convenient for these residents.
 - There is a social stigma against bus use.
 - LRT trains are more comfortable than buses.
 - Freeway lanes cannot be expanded indefinitely.
 - A LRT extension would be a part of a larger network in Oregon.
 - LRT requires fewer operators per rider, making it more labor efficient than BRT.
 - LRT travels in its own lane and therefore is not affected by traffic congestion.
 - LRT produces less pollution than buses.
 - Support for LRT extensions into Clark County from I-205, including the concept of connecting this LRT line to the Portland Airport LRT line.
 - Support for building an I-205 LRT line while the CRC project is still in process.
 - Support a LRT loop in Clark County that links an I-5 LRT line with an I-205 LRT line.
 - Support for more parking stalls at transit stations.
 - Support for LRT connections to the following places in Clark County:
 - Camas/Washougal.
 - Washington State University, Vancouver Campus.
 - 39th Street in Vancouver.
 - Ridgefield/Battleground.
 - Support for a Vancouver LRT alignment:
 - Over the existing railroad bridge.
 - On Columbia Street, for reasons including possible future rail connections to the existing Chelatchic Prairie Railroad right-of-way to Battle Ground and Yacolt.
 - Support for LRT service into Clark County in the late evenings/early mornings to allow Clark County residents to enjoy nightlife in Portland.
 - Statement that LRT is a faster form of transit than BRT.
- Opposition to LRT included comments that:
 - LRT would not reduce traffic congestion.
 - BRT provides more flexible transit service because routes can be altered as needed, including:

- As land use changes occur.
- During emergencies.
- BRT can travel faster than LRT.
- LRT is too expensive.
- LRT brings drugs and crime to neighborhoods and harms businesses.
- General questions and comments about LRT included:
 - Statement that LRT should only be supported if it provides express service.
 - Statement that having to pay a separate C-TRAN and LRT fare will lead to fewer Clark County residents using LRT and therefore make LRT less cost-effective.
 - Support for a shared LRT and BRT lane.

Other

- Support for transit in general.
- Support for separating transit from general traffic lanes based on the statement that it would increase transit efficiency.
- Opposition to transit based on the statement that transit is cost and time inefficient.
- Support for carpooling.
- Support for commuter rail included:
 - Commuter rail between Clark County and Salem.
 - Linking Clark County commuter rail with LRT in North Portland.
 - Using existing rail tracks in Clark County for commuter rail.
- Interest in a tram from downtown Vancouver to LRT in North Portland, should the CRC project not be built.
- Support for monorail based on the statements that it:
 - Has a smaller footprint and better aesthetics than LRT.
 - Is non-polluting.
 - Doesn't interfere with roads and rail traffic.
- Support for a computerized ride-matching service, utilizing vehicles from for-profit companies, who would pick up multiple passengers from a single geographic area who have compatible trips.



Interchanges (33 comments)

- Support for closing the Delta Park and Hayden Island northbound exits between 4 p.m. and 6 p.m. on weekdays.
- Support for eliminating the Hayden Island interchange and providing Hayden Island with an arterial connection to North Portland.
- Support for improvements to the Jantzen Beach on-ramps/off-ramps.
- Concern that steep interchange ramps could pose safety problems during snow and ice events.

- Support for continuous on-ramp/off-ramp lanes for improved safety.
- Support for preserving and support for eliminating the SR-14 interchange.
- Support for an improved freeway connection to Delta Park.
- Support for the Marine Drive / Martin Luther King, Jr. Boulevard “mid-connector,” but without the existing 90 degree intersection.

Congestion (58 comments)

- Support for widening I-205 to two lanes each direction over its entire alignment.
- Support for re-striping some of the existing I-5 Bridge lanes to accommodate small electric vehicles based on the statements that these vehicles:
 - Take less freeway space and therefore decrease overall congestion.
 - Are better for the environment.
- Statement that congestion harms the economy by increasing the cost of moving goods.
- Statement that congestion on freeways can have positive impacts, such as fostering growth in local business districts.
- Support for additional travel lanes for auto and truck traffic, including:
 - Capacity (up to seven lanes in each direction) that would serve demand.
 - Additional southbound lanes on I-5 in Oregon to reduce congestion instead of, or in addition to, building a new bridge. Comments identified bottlenecks in Oregon, including at Delta Park and the Rose Quarter.
- Opposition to any increase in travel lanes, based on the statements that an increase in lanes will :
 - Encourage more single-occupancy vehicle travel.
 - Provide a disincentive for transit use.
 - Harm neighborhoods adjacent to I-5.
 - Lead to lower density development in the region.
 - Decrease air quality.
- Support for dedicated transit lanes and carpool lanes to provide an incentive to use those modes of travel, including a carpool / Hybrid / Low-emission vehicle lane from Wilsonville to near Ridgefield.
- Opposition to dedicated transit lanes and carpool lanes because:
 - These lanes reduce overall roadway capacity.
 - Carpool lanes lead to unsafe merging between slow and fast moving vehicles.
- Support for separating local and through trips to improve travel speeds and traffic safety.
- Support for and questions about installing reversible lanes on any new bridge crossing and / or on I-5.
- Support for removing some I-5 interchanges in Vancouver and Portland to reduce congestion.
- Support for allowing private tow companies to remove vehicles that have been in an accident from the I-5 Bridge in order to clear accidents faster.
- Support for constructing an expressway above the existing I-5 facility, with limited exits/entrances.
- Support for easing congestion through the use of Transportation Demand Management techniques.

*Economy and Freight (included in multiple categories listed in Appendix A)*Navigation (19 comments)

- Support for moving the lift span of the existing railroad bridge to be in line with the highest point of the existing I-5 Bridge. Reason for this support included the belief that this action would reduce the need for most I-5 Bridge lifts, reducing the need for the CRC project.
- Opposition to I-5 Bridge lifts, including:
 - Operating the lifts during the day.
 - Operating the lifts for non-commercial river traffic.
- Opposition to building a new bridge with its highest point in the center of the river based on the statement that the natural river channel is near the Washington shore.
- Support for a new replacement bridge to accommodate river traffic in the main channel.
- Question as to whether bridge lift issues could be resolved by lowering the river level through a series of locks.

Truck Freight (27 comments)

- Statement that efficient freight road networks improve the economy and increase government tax receipts.
- Support for ensuring the project includes truck freight improvements, including a truck only expressway.
- Question as to whether truck freight could share a lane with Bus Rapid Transit (BRT) during non-peak travel times.
- Support for limiting truck freight use of I-5 to nighttime only.
- Support for a truck freight bridge to the west of the I-5 Bridges to connect the Port of Vancouver with the Port of Portland.
- Opposition to allowing trucks in residential neighborhoods.
- Support for improvements to the Marine Drive interchange to reduce truck congestion.

Safety and Seismic (4 comments)

- Concern that short merging distances are dangerous, and therefore it is better to carry merge lanes further and/or stack lanes.
- Concern that existing I-5 Bridges are not designed to meet modern traffic safety standards and are therefore unsafe.
- Support for removing the existing I-5 bridge due to seismic risk.
- The statement that the existing I-5 bridges could be seismically upgraded.

Community Livability and Human Resources (included in multiple categories listed in Appendix A)

- Support for soundwalls to reduce I-5 traffic noise in neighborhoods.
- Support for replacing any trees or greenspaces eliminated as a part of the CRC project.
- Support for providing financial compensation and assistance to anyone displaced by the CRC project.
- Statement that project staff should work to ensure that bridge height issues don't create aesthetic issues in Vancouver.
- Concerns that the selected bridge and freeway alignment could negatively impact neighborhoods, including floating homes, on either side of I-5. Also concern that these alignments could negatively

impact historic resources and business districts. Comments disagreed on whether it was better to impact properties to the east or west of I-5.

- Support for relocating the I-5 Bridge and freeway to the western edge of Vancouver to preserve downtown Vancouver and the Historic Reserve.
- Concern about impacts of altering the existing on-ramps / off-ramps in downtown Vancouver.
- Support for altering land use and acquiring land if needed to accommodate the best bridge and freeway alignment.
- Statement that any new bridges should be aesthetically pleasing.

Bicycle and Pedestrian (44 comments)

- Support for improved bicycle and pedestrian infrastructure on new bridge river crossings based on statements such as benefits to the health of participants.
- Design considerations mentioned by supporters of bicycle and pedestrian facilities included:
 - Shielding or distancing users from traffic and road noise.
 - Not putting these paths between vehicular travel lanes.
 - Support for a wide path.
 - Separate lanes for bicyclists and pedestrians.
 - Keeping slopes to a minimum.
 - Connecting bicycle and pedestrian facilities to a broad network of such facilities.
- Opposition to including bicycle and pedestrian infrastructure as a part of the project based on statements such as:
 - Pedestrian and bicycling activities don't contribute to the gas taxes that help fund roads and bridges.
 - The overall number of bicyclists is low compared with users of other modes.



Natural Resources (18 comments)

- Support for whichever alternative has least negative environmental impact.

Project Financing and Tolling (31 comments on financing, 29 comments on tolling)

- Opposition to tolling included concerns about people's ability to pay the toll.
- Statement that park and ride facilities should be paid for by park and ride users.
- Concern that Clark County senior citizens will be forced to sell their homes if property taxes are increased to pay for the CRC project.
- Support for a higher gas tax to help pay for the CRC project.

- Support for tolling included the statements:
 - Tolls with congestion pricing will help reduce congestion.
 - Tolls will encourage transit use.
 - Tolling should begin now on I-5 and I-205 to help pay for the CRC study.
 - Tolling should begin now to raise funds to pay for the CRC project.
 - A higher toll should be placed on trucks than on autos.
- Opposition to tolling included the statements:
 - Tolls would disproportionately impact lower wage earning Vancouver and Clark County residents.
 - Tolls would slow traffic.
 - Tolls would be unfair to Washington commuters who pay Oregon income taxes.
 - Tolls would reduce the frequency with which Oregon residents visit Washington and vice versa.
- Statement that modes of travel should pay for their specific share of the infrastructure costs.
- Comment that tolls on I-5 would be acceptable if it didn't shift traffic to I-205.
- Comment that tolls would be opposed if they profited private companies.

Process (91 comments)

- Concern that an area resident had not heard about the CRC project until 2007.
- Concern that the recommendation in favor of a replacement bridge was influenced by David Evans & Associates having a conflict of interest on Hayden Island.
- Concern that the most recent versions of CRC project comment forms:
 - Combine too many issues into single questions resulting in inaccurate information gathering.
 - Prevent people from providing anything other than a "yes" or "no" answer to a question.
- Concern that the CRC project is taking too long to begin construction.
- A desire for the project scope and DEIS to include other possible solutions to congestion.
- Concern that some of the CRC project informational materials are too hard for the lay person to understand.
- Statements that key project decisions are already determined.
- Statements complimentary of the project's public involvement process.

Other (included in multiple categories listed in Appendix A)

- Both support and opposition to protecting Pearson Airpark from project impacts.
- Opposition to the 39th Street Bridge project in Vancouver, including concerns that:
 - It will increase neighborhood truck traffic.
 - It will pose pedestrian safety issues.
- Concerns about I-5 traffic congestion during construction of the CRC project.
- Support and opposition to covering the I-5 freeway in Vancouver. Opposition was based on the belief that it would be less expensive to link east and west Vancouver with a bridge at 7th Street.

- Statement that the CRC project team should ensure that whatever project is developed will not be rendered unusable when global warming leads to an increase in sea levels.
- Statement that the project team needs to consider the impact rising gasoline prices will have on future traffic patterns.

Appendices

Appendix A – Frequency of comments by issue

Appendix B – Open Houses and Outreach Events in Washington and Oregon

Appendix C – Notice Provided for Open Houses

Appendix D – Comment Form Templates and Results

Appendix E – Public comments received February 7 - 19, 2007

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Appendix A – Frequency of comments by issue

The table below summarizes the number of written comments that addressed a variety of topics. Comments that addressed more than one topic were counted in each applicable topic. These numbers do *not* include comments received verbally during public meetings.

Issue	Number of Comments
Third River Crossing	10
Acquisitions/Right of Way	11
Air Quality	13
Archaeology, Tribal, Historic, and Cultural	9
Architectural & Aesthetic Bridge Design	13
Arterial Bridge	25
Aviation	8
Bicycle / Pedestrian Access	44
Bus	45
Bus Rapid Transit	39
Construction	6
Delta Park project	26
Energy and electromagnetic radiation (EMF)	6
Environmental Justice	2
Existing Bridges	31
Express Bus	29
Funding / Financing	31
General Transit	55
Highway Safety	21
Interchanges & Highway Alignment	33
Land Use	13
Light Rail Transit	172
Natural Resources	18
Navigation/Marine Traffic	19
Neighborhoods/Business Districts	51
Noise and Vibration	6
Other Concepts	77
Parks and Recreation	1
Project Costs	10
Public Services and Utilities	1
Railroad / Railroad Bridge	14
Replacement Bridge	96
Seismic Safety	4
Supplemental Bridge	49
Tolling	29
Traffic (Congestion)	58
Transit Alignment, Stations, & Park and Rides	18
Truck freight	27
TSM/TDM/ & Managed Lanes	24
Process	91

Appendix B – Open Houses and Outreach Events in Washington and Oregon

Project staff made presentations and gathered feedback at 28 neighborhood, government, business, and community meetings in Clark County and Portland from November 30, 2006, to February 6, 2007. A total of 900 people were engaged through these events.

DATE	ORGANIZATION	STATE	TIME	NUMBER OF PUBLIC PARTICIPANTS
11/30/06	Kiwanis Club, Cascade Park Chapter	WA	7:30am	22
12/5/06	Metro Council (work session)	OR	2pm-3:30pm	7
12/5/06	SW Washington Regional Transportation Council (RTC) Board	WA	4pm-5:30pm	25
12/6/06	Kiwanis, Downtown Portland	OR	12pm	25
12/12/06	Portland Planning Commission	OR	2:30pm	8
12/12/06	Hayden Island Neighborhood Network (HINooN)	OR	7pm	67
12/14/06	Jantzen Beach SuperCenter employee meet and greet	OR	9am-10am	25
12/14/06	Meeting with Portland Transport blog representatives	OR	6pm	13
12/20/06	RPACT (Regional Policy Advisory Committee on Transportation), Cowlitz-Wahkiakum Counties	WA	4pm-5pm	20
1/4/07	Coalition for a Livable Future -- Forum on Columbia River Crossing	OR	6:30 - 8pm	65
1/4/07	Shumway Neighborhood Association	WA	7pm	25
1/8/07	Neighborhood Associations Council of Clark County (NACCC)	WA	7pm	16
1/9/07	Portland Planning Commission	OR	12:30pm	(already counted above)
1/9/07	East Columbia Neighborhood Association	WA	7pm	8
1/11/07	Jantzen Beach SuperCenter meet and greet	OR	9am	5
1/11/07	Esther Short Neighborhood Association	WA	6:30pm-8pm	47
1/11/07	Arnada Neighborhood Association	WA	7pm	25
1/18/07	WSDOT Open House, Cowlitz County	WA	4pm-7pm	7
1/20/07	Open House, Columbia River Crossing – Vancouver	WA	9:30am-1:00pm	137
1/23/07	CRC Task Force meeting	WA	4pm	9 (does not include Task Force members)
1/23/07	Rose Village Neighborhood Association	WA	7pm	24

DATE	ORGANIZATION	STATE	TIME	NUMBER OF PUBLIC PARTICIPANTS
1/25/07	African-American Alliance Community Unity Breakfast	OR	7:30am-9am	45
1/25/07	Open House, Columbia River Crossing, Portland	OR	4:30-7:30pm	59
1/30/07	Open House, Columbia River Crossing -- Hayden Island	OR	6:30-8:30pm	111
1/31/07	Piedmont Neighborhood Association	OR	7:30pm	12
2/1/07	Lions Club, Vancouver Chapter	WA	7pm	18
2/1/07	Shumway Neighborhood Association	WA	7pm	14
2/5/07	Open House, Columbia River Crossing, Vancouver/Clark County	WA	4:30-7:30 pm	61
2/6/07	City of Portland Community Fair on Budget, St Johns Community Center	OR	5:30-6:00 pm	10
	TOTAL for November 22 through February 6, 2007			900

Open House Locations

Saturday, January 20, 2007

9:30am - 1:00pm
 Lincoln Elementary School
 4200 NW Daniels St.
 Vancouver, WA

Thursday, January 25, 2007

4:30 - 7:30pm
 Oregon Assn. of Minority Entrepreneurs
 4134 N. Vancouver Ave.
 Portland, OR

Tuesday, January 30, 2007

6:30 - 8:30pm
 Former Hayden Island Yacht Club
 12050 N. Jantzen Dr.
 Portland, OR

Monday, February 5, 2007

4:30 - 7:30pm
 Washington State Dept. of Transportation
 11018 NE 51st Circle
 Vancouver, WA

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Appendix C – Notice Provided for Open Houses

The lists below summarize the various venues used by the project team to provide notice of the four open houses and to encourage review and comment on the staff recommendation.

Display Advertising

- St John's Sentinel - January 2007 issue, circulation = 34,000
- Senior Messenger - January 2007 issue, circulation = 30,000
- The Reflector - January 10 issue, circulation = 27,840 (each issue)
- The Columbian - January 14 and February 4 issues, circulation = 62,000 (each issue)
- Asian Reporter - January 16 issue, circulation = 20,000
- The Portland Observer - January 17 issue, circulation = 40,000
- The Skanner - January 17 issue, circulation = 40,000
- The Oregonian - January 18 issue, circulation = 127,553
- El Hispanic News - January 18 issue, circulation = 20,000

Articles in Publications

- City Flyer –
 - Posted on the City of Vancouver's website
 - Included in all City of Vancouver public utility bill envelopes = 68,000 plus another 1,000 went to the kiosks at city buildings
- The Vancouver Voice – 5,000 copies distributed to 120 locations
- City of Battle Ground Newsletter – distributed to 10,000 recipients in northern Clark County
- Friends of Clark County newsletter – distributed to 570 recipients in Clark County

Websites

- City of Battle Ground - <http://www.cityofbg.org/>
- City of Vancouver – calendar of events <http://www.cityofvancouver.us/calendar.asp>
- WSDOT - calendar of events - <http://www.wsdot.wa.gov/news/events/default.htm>
- North Portland Office of Neighborhoods – reader board and calendar of events
- Portland Transport blog - <http://portlandtransport.com/>
- Historic Kenton - <http://www.historickenton.com/>
- News4neighbors – <http://www.news4neighbors.net/>
- Bridgeton neighborhood blog (Oregonian online) – <http://bridgeton.blogs.oregonlive.com>
- Piedmont neighborhood blog (Oregonian online) – <http://piedmont.blogs.oregonlive.com>
- Portland Commissioner Sam Adams blog – <http://www.commissionersam.com>
- Clark blog – <http://www.clarkblog.org>
- NW Progressive Institute – <http://www.nwprogressive.org>
- Bike Portland blog – <http://www.bikeportland.org>

Emails

Bulk email was sent 12/22/06 announcing the open houses and encouraging recipients to distribute an attached flyer. The email went to the following neighborhood and business leaders/contacts:

- Washington:
 - Rosemere
 - Hazel Dell/Salmon Creek
 - Sherwood Hills
 - Roads End
 - Ramblin Creek
 - Meadow Glade
 - Fischers Mill
 - Felida
 - Enterprise/Paradise
 - East Minnehaha
 - Esther Short
 - Cedars
 - Andresen
 - Pleasant Highlands
 - Fairgrounds
 - Columbia Way residents
 - VancouverCenter
- Oregon:
 - Kenton
 - Bridgeton
 - Humboldt
 - Piedmont
 - East Columbia
 - Sunderland
 - Boise
 - Jantzen Beach Moorage, Inc.
- Business Groups
 - North Portland Business Association
 - North/Northeast Business Association
 - Kenton Business Association
 - Swan Island
 - Columbia Corridor Association
 - Albina Community Bank
 - Portland Pedestrian Advisory Committee
 - Portland Bike Advisory Committee
 - Columbia Crossings

- Columbia Business Center

Emails sent in January 2007 to the CRC database of approximately 2,400 recipients included the following:

- Jan. 16 – Open house reminder email
- Jan. 17 – Cancellation notice of Battle Ground open house on Jan. 17 due to inclement weather
- Jan. 26 – Open house reminder email for remaining Hayden Island open house on Jan. 30, plus announcement of new date added for Feb. 5 open house (to replace cancelled Battle Ground event).

Postal Mailings

Postcards – Postcards were mailed the week of January 4, to zip codes 98660, 98663, 98661, 97217 (44,680 postcards).

CRC Project Newsletter “Bridgenews” – This newsletter was mailed Friday, January 12, to the CRC database (10,000 recipients).

Neighborhood Newsletter Inserts

- City of Vancouver – Inserts were sent to residents in the following neighborhoods (18,000 inserts):

Arnada	Burnt Bridge Creek
Esther Short	Fruit Valley
Landover-Sharmel	North Garrison Heights
Ogden	Vancouver Heights

A flyer advertising the Feb. 5 open house was also included in the Hudson’s Bay Neighborhood Association newsletter.

Posters/Flyers

- Posters distributed to 30 locations in Oregon and Washington, plus distribution by
 - East Columbia Neighborhood Association (20)
 - Coalition for a Livable Future (5)
 - Shumway neighborhood (3)
- Flyer Distribution:
 - VancouverCenter – Flyers posted in common areas of apartments and condominiums.
 - Vancouver’s Downtown Association – 30 flyers were given to the association for their members to distribute.
 - Hayden Island Neighborhood Network (OR) – 800 flyers distributed by Columbia River Yacht Club
 - East Columbia Neighborhood Association (WA) – 500 flyers
 - Community & Environmental Justice Group members –100 flyers

NOTE: Due to inclement weather, the CRC project team was forced to reschedule the January 17, 2007, Clark County open house to February 5, 2007. Advertisements of the new date included:

- Press release to 47 news contacts
- Newspaper display ads in The Columbian and The Reflector
- City of Vancouver, Office of Neighborhoods email list
- Washington State Representative Deb Wallace’s email list

- Clark County neighborhood leaders email list
- Columbia River Crossing email list
- City of Portland, portlandonline.com and Office of Neighborhood Involvement email list

Media Releases

Between November 22, 2006, and February 6, 2007, five news releases were distributed describing the staff recommendation, announcing the four open house events, and the canceling and rescheduling of the January 17 Open House to February 5 due to inclement weather. The releases were sent to 47 newspaper, radio and TV contacts.

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Appendix D – Comment Form Templates and Results

The comment forms were modified during the outreach process. An explanation of the modifications made to comment forms, copies of each of these forms, and a detailed breakdown of responses to each version, is provided below.

Comment form, version 1

The first version was used at the CRC Vancouver Open House that took place on 1/20/07. There were 12 questions/statements with additional space for written comments provided on the back. The commenter was provided two options to answer each question, “Agree” and “Disagree.”



Comment Form

We need your help to shape the future of this project. Completed forms may be placed in a comment box, given to a staff member or returned to the project at the address listed below. Comments may also be emailed to feedback@columbiarivercrossing.org. Please provide your comments by February 16, 2007.

The Columbia River Crossing project is recommending these bridge and transit options for further analysis in the Draft Environmental Impact Statement process:

Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree
1.	Do you agree with the staff recommendation for the bridge?		
2.	Do you agree with the staff recommendation for transit?		
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.		

	<i>Check all that apply →</i>	Agree	Disagree
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.		
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.		
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.		
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.		
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.		
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.		
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.		
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.		
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.		

13. Comments:

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660

Fax: 360.737.0294

Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

*Name: _____ Organization (Optional):

*Address: _____

*City: _____ *State: _____ *Zip: _____

Email: _____ (* = Required fields)

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Comment Form Tally Sheet - Vancouver, 1/20/07
(75 total comment forms)

	<i>Check all that apply →</i>	Agree	Disagree	No box checked
1.	Do you agree with the staff recommendation for the bridge?	49	8	18
2.	Do you agree with the staff recommendation for transit?	48	10	17
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	61	2	12
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	61	5	9
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	62	5	8
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	62	5	8
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	62	6	7
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.	65	2	8
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	60	5	10
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	52	5	18
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	55	8	12
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	60	3	12

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Comment form, version 2

The second version was used at the CRC Portland Open House that took place on 1/25/07. The original 12 questions/statements were kept the same, but commenter choices to answer were expanded from two options, "Agree" and "Disagree," to four, "Agree," "Disagree," "Undecided" and "See comments on back."

This change was in response to feedback from Vancouver open house participants who indicated that they would have preferred more response choices.



Comment Form

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The Columbia River Crossing project is recommending these bridge and transit options for further analysis in the Draft Environmental Impact Statement process:

Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?				
2.	Do you agree with the staff recommendation for transit?				
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.				
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.				

	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.				
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.				
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.				
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.				
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.				
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.				
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.				
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.				

13. Comments:

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Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660

Fax: 360.737.0294

Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

*Name: _____ Organization (Optional): _____

*Address: _____

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*City: _____ *State: _____ *Zip: _____

Email: _____ (* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



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Comment Form Tally Sheet - Portland, 1/25/07

(31 total comment forms)

	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back	No box checked
1.	Do you agree with the staff recommendation for the bridge?	16	9	3	1	2
2.	Do you agree with the staff recommendation for transit?	19	2	7	1	2
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	23	1	4	1	2
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	19	3	6	1	2
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	17	2	8	2	2
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	21	2	5	1	2
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	23	0	4	2	2
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.	21	2	2	3	3
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	22	0	4	3	2
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	20	2	7	0	2
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	16	3	10	0	2
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	23	1	4	1	2

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Comment form, version 3

The third version was used at the CRC Hayden Island Open House that took place on 1/30/07 and the CRC Clark County Open House that took place on 2/5/07. It is also the version being used for community events that have and will occur after 1/30/07 and before the 2/27/07 CRC Task Force meeting. All response options were carried over from version 2, but modifications to questions 5 through 9 were made.

These changes were made in response to feedback received from a participant at the Portland Open House on 1/25/07. The feedback concerned an ambiguity in questions # 5 and # 6 that was caused by the use of two independent statements in the phrasing of the questions. This was addressed by removing the statement referring to a new bridge from questions # 5 and # 6 and making it into a separate question (# 7). Slight changes in the phrasing of #5 and #6 were also made for clarity.

As a result of this change, the correspondence of question numbers to question statements is different between the first two open houses' comment sheets, Vancouver and Portland, and those of the second two, Hayden Island and WSDOT. Questions #7 and #8 on the first two versions correspond to questions #8 and #9, respectively, in version 3. Additionally, question #9 on the versions 1 and 2 is omitted entirely on version 3. This omission was made for space considerations.

A small change was also made in the wording of question #9 (question #8 in previous versions) in order to remove a redundancy which occurred between it and the preceding question.

Question #5

Version 1 and 2

Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.

Version 3

Car and truck traffic on I-5 should not stop for river traffic.

Question #6

Versions 1 and 2

Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.

Version 3

Public transit on I-5 should not stop for river traffic.

Question #7

Versions 1 and 2

More reliable transit service with predictable travel times is needed between Clark County and Portland.

Version 3

A new bridge should be built high enough to eliminate the need to open for boats and barges.

Question #8

Versions 1 and 2

Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.

Version 3

More reliable transit service with predictable travel times is needed between Clark County and Portland.

Question #9

Versions 1 and 2

Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.

Version 3

Travelers using cars and trucks need more reliable travel times between Portland and Clark County.

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Comment Form

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Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?				
2.	Do you agree with the staff recommendation for transit?				
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.				
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.				
5.	Car and truck traffic on I-5 should not stop for river traffic.				
6.	Public transit on I-5 should not stop for river traffic.				
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.				
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.				

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	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.				
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.				
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.				
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.				

13. Comments:

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660

Fax: 360.737.0294

Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

*Name: _____ Organization (Optional):

*Address: _____

*City: _____ *State: _____ *Zip: _____

Email: _____ (* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



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Comment Form Tally Sheet - Hayden Island, 1/30/07

(50 total comment forms)

	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back	No box checked
1.	Do you agree with the staff recommendation for the bridge?	28	2	8	2	10
2.	Do you agree with the staff recommendation for transit?	26	2	8	3	11
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	35	2	3	1	9
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	39	1	1	1	8
5.	Car and truck traffic on I-5 should not stop for river traffic.	39	2	1	1	7
6.	Public transit on I-5 should not stop for river traffic.	28	2	8	2	10
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	35	1	4	1	9
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	30	5	6	1	8
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	37	0	4	3	6

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Paper forms: Questions 7-9

(39 total)

7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	31	2	1	1	4
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	27	1	5	1	5
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	25	2	2	2	8

Electronic forms: Questions 7-9

(11 total)

7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	6	0	2	0	3
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.	6	0	2	0	3
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	8	0	0	0	3

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Comment Form Tally Sheet – Clark County, 2/5/07

(28 total comment forms)

	<i>Check all that apply</i> →	Agree	Disagree	Undecided	See comments on back	No box checked
1.	Do you agree with the staff recommendation for the bridge?	21	2	0	2	3
2.	Do you agree with the staff recommendation for transit?	15	1	1	8	3
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	23	2	0	1	2
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	21	2	1	0	4
5.	Car and truck traffic on I-5 should not stop for river traffic.	23	1	3	0	1
6.	Public transit on I-5 should not stop for river traffic.	23	0	2	2	1
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	21	0	4	1	2
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	20	4	2	1	1
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	20	1	4	1	1

Paper forms: Questions 7-9

(23 total)

7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	20	0	1	0	2
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	20	1	1	0	1
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	18	1	2	1	1

Electronic forms: Questions 7-9

(5 total)

7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	5	0	0	0	0
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.	4	0	0	1	0
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	3	0	1	1	0

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Appendix E – Public comments received February 7 - 19, 2007

Appendix E includes copies of all the public comments and public meeting summaries received from Feb. 7 - Feb. 19, 2007. These comments were received after staff compiled and analyzed the bulk of comments received up through the open house events for this report.

Listed below are the five ways in which public comments were received during this period, along with the number of comments received by each method:

Comment Received Via	Number of Comments
Comment forms (green forms from open houses and outreach events)	30
Comment forms (tear-off sheets from BridgeNews newsletter)	12
Emails received via feedback@columbiarivercrossing.org	31
Letters received via U.S. mail	1
Outreach event summaries	11

From Feb. 7 - Feb. 19, project staff made presentations and gathered feedback at 11 neighborhood, government, business, and community meetings in Clark County and Portland. A total of 486 people were engaged through these events.

DATE	ORGANIZATION	STATE	NUMBER OF PUBLIC PARTICIPANTS
2/7/07	Bridgeton Neighborhood Assn. (special meeting on CRC)	OR	35
2/8/07	Joint Policy Advisory Committee (JPACT), Metro	OR	n/a
2/8/07	Arnada Neighborhood Assn.	WA	21
2/8/07	Hayden Island Neigh. Network (HINooN) -- board of directors	OR	16
2/12/07	City of Vancouver, City Council Work Session	WA	n/a
2/12/07	West Minnehaha Neighborhood Assn.	WA	7
2/12/07	Neighborhood Associations Council of Clark County (NACCC)	WA	25

2/12/07	Multnomah County Republican Party, Central Committee Meeting	OR	68
2/12/07	Retired Carpenters Union	OR	32
2/13/07	Washington State Senate Transportation Committee	WA	n/a
2/14/07	Federal Highway Administration - Western Federal Lands Highway Division	WA	63
2/14/07	Rotary Club, Vancouver	WA	190
2/14/07	Kenton Neighborhood Assn.	OR	10
2/15/07	Oregon Senate Business, Transportation, and Workforce Development Committee	OR	n/a
2/15/07	Retired Public Employees of Clark County	WA	19
2/16/07	Joint Meeting of the Washington Senate Transportation Committee and the Oregon Senate Business, Transportation and Workforce Development Committee	OR/WA	n/a
TOTAL for February 7 through February 19, 2007			486

Below are outreach event summaries for these meetings. For meetings with government agencies please refer to the official meeting minutes, prepared by the respective agency.



Summary of Outreach Event

Organization	Bridgeton Neighborhood Association
Date / Time / Length	Wednesday 2/7/07, 7pm
Location	Columbia School, 716 NE Marine Dr (at NE Bridgeton)
Contact person	Matt Whitney, 503-285-3296
Staff present	Frank Green, Danielle Cogan
Number of attendees	35
Inside Bridge Influence Area?	Yes

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Summary

General questions about impacts to neighborhood and about what Staff Recommendation means. They want it to be a signature bridge with a world renowned architect to design it.



Summary of Outreach Event

Organization	Arnada Neighborhood Association
Date / Time / Length	Thursday, 2/8/07 7pm
Location	Vancouver Housing Authority, 2500 Main St.
Contact person	Dave Frei
Staff present	Peter Ovington, Lynn Rust
Number of attendees	21
Inside Bridge Influence Area?	Yes

Questions and Comments

- Positives of arterial? Fix railroad bridge instead and use as arterial as well? How do folks support arterial option? Worried about grade on a new bridge. Do a 2 for 1 deal?
 - A: *BNSF owns the rail bridge, not DOT.*
- Other options haven't been explored enough.
- Is Delta Park getting fixed? I commute to Tigard.
- What will construction impacts be?
 - A: *Staging of work.*
- Is existing right of way going to widen?
 - A: *We may need to buy some right of way, there is a pinchpoint at the library.*
- Can supplemental be considered if dropped before DEIS?
- Will my house be taken?
 - A: *Depends on the 4th Plain interchange.*
- Has the City of Vancouver weighed in on supplemental versus replacement?
- Would an arterial crossing provide better access to Boise.
- Permeability of railroad berm?
- Will new bridge have emergency lane?
 - A: *Standard 12 ft shoulders.*
- The Community and Environmental Justice Group is not ready to support the Staff Recommendation.

Number of New Sign-ups to Mailing List: 5



Summary of Outreach Event

Organization	Hayden Island Neighborhood Network (HINooN) – Board of
---------------------	--

	Directors
Date / Time / Length	February 8, 2007, 7:00pm
Location	12050 N. Jantzen Dr. (former Hayden Island Yacht Club)
Contact person	Rick Gill, 503-247-9105 (h), 503-225-6655 (w)
Staff present	Ron Anderson
Number of attendees	16
Inside Bridge Influence Area?	Yes

Summary

There were no big issues to report. I summarized the open houses and what is coming next with the Task Force. They will want to have input on the design development. Joe Zehnder attended from the Bureau of Planning to lay out the future work on developing the community plan. It dovetailed nicely with our refinement needed for the Interchanges.

Ed from the CEJ group reported that they were not taking a position because of lack of information. I had read their position paper and agreed it was an acceptable position for them to take considering their knowledge and time on the project.

Number of New Sign-ups to Mailing List: 0



Summary of Outreach Event

Organization	West Minnehaha Neighborhood Assn.
Date / Time / Length	February 12, 2007, 6pm
Location	1500 NE 49 th St., Vancouver (at corner of 15 th Ave)
Contact person	Bill Custis, board member, 360-694-2122 Roxie Olsen, board member, 360-258-8819
Staff present	Peter Ovington
Number of attendees	7
Inside Bridge Influence Area?	At northern boundary of BIA

Summary

Presentation of Staff Recommendation using a few display boards, followed by question and answer session. Co-chair Roxie Olsen works for the City of Vancouver, not sure in what area.

Bill Custis attended CRC Design Workshop in August 2006.

Questions and Comments

- Tolling – will there be one?
- Tunnel – what happened to that idea?
- Park and ride locations – will there be new ones? How big?
- Price of LRT vs. BRT – what are the differences?
- Interchange at SR 500 and I-5 – where will you put the panhandlers when you redesign the interchange?

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Follow Up

- Another open house? Roxie Olsen commented that four open houses isn't enough for people who work and are busy. She asked if staff would consider scheduling another one. Peter said he would check with the team, but that it would be difficult to hold another one before the Feb. 27 Task Force meeting. Peter did say, however, that the project could consider inviting a group of neighbors into the office or holding a mini-open house of sorts. A follow up phone call to her to discuss ideas and dates would be helpful.

Number of New Sign-ups to Mailing List: 4



Summary of Outreach Event

Organization	Neighborhood Associations Council of Clark County (NACCC)
Date / Time / Length	February 12, 2007, 7pm
Location	4700 NE 78th, Vancouver, Clark County Public Works Maintenance Ctr.
Contact person	Doug Ballou, dballou@pacifier.com , 360-573-3314
Staff present	Doug Ficco, Barbara Hart
Number of attendees	25
Inside Bridge Influence Area?	No

Summary

Questions and Comments

- Tolling – how will this work and not stop traffic?
- Existing bridges – when will they be removed ?
- Express bus service - what is it and how does it work with BRT or LRT?
- What is BRT – how does it work?
- What is the projected traffic in 2030?
- Where would BRT buses connect in Portland?
- Transit alignment – what is the northern and southern points of the system?
- Need a complete transit system – is there a whole plan for Clark County?
- Operating costs for LRT and BRT?
- Lifecycle costs for LRT and BRT?

Number of New Sign-ups to Mailing List: n/a



Summary of Outreach Event

Organization	Multnomah County Republican Party
Date / Time / Length	February 12, 2007
Location	NE 57 th and Sandy Blvd., Portland
Contact person	
Staff present	Ron Anderson
Number of attendees	68
Inside Bridge Influence Area?	No

Summary

I gave a 30 minute standard presentation on the CRC project with Q&A. Materials and comment forms were made available.

I didn't record any specific feedback or comments as the presentation didn't provide an opportunity to test the temperature of those in the audience as to how they feel about the project.



Summary of Outreach Event

Organization	Retired Carpenters Union
Date / Time / Length	February 12, 2007, 11am-1pm
Location	JJ North Restaurant, NE 105th and Halsey St., Portland
Contact person	Merle Ellinger
Staff present	Tom Markgraf
Number of attendees	32
Inside Bridge Influence Area?	No

Summary

Meeting and presentation with retired members of the Carpenters Union. One member of the group actually helped to build the 1958 Interstate Bridge as an underwater pile-driver. He could be an informational resource in the future.



Summary of Outreach Event

Organization	Federal Highway Administration - Western Federal Lands Highway Division (FHWA-WFLHD)
Date / Time / Length	February 14, 2007, 10:30am

Location 610 E. Fifth St., Vancouver
Contact person Dan Donovan, 360-619-7966
Staff present Tom Hildreth
Number of attendees 63
Inside Bridge Influence Area? Yes

Summary

General project overview and update given, using this PowerPoint slide presentation:
\\CRCFile\Office\CRC\CRC Workpaper Files\4.0 Communications\4.6 Public Involvement\6.3 Neighborhood_Community Outreach\2. Jurisdictional-Institutional-Electeds\Summary FHWA 02-14-07.doc

Questions and Comments

General and varied.

Follow Up

They want another presentation during preparation of DEIS. May submit a formal comment to Task Force.

Number of New Sign-ups to Mailing List: 24



Summary of Outreach Event

Organization Rotary Club, Vancouver
Date / Time / Length February 14, 2007, 12pm (12:45 speaker)
Location Red Lion at the Quay, Convention Ctr., Vancouver
Contact person Tom Hunt 360-693-8180, 503-887-0788cel, tomh@huntcom.com
Staff present Jay Lyman
Number of attendees Approx 190
Inside Bridge Influence Area? Yes

Summary

Presentation to luncheon group. No questions or comments since the group was running behind schedule.

Questions and Comments

None

Follow Up

None.

Number of New Sign-ups to Mailing List: n/a

DRAFT — FOR REVIEW ONLY



Summary of Outreach Event

Organization	Kenton Neighborhood Association
Date / Time / Length	Feb. 14, 2007 6:30 pm
Location	Kenton Firehouse, 2209 N. Schofield
Contact person	Aaron Gray, chair, aaron.gray@webtrends.com, 503-753-8075
Staff present	Peter Ovington
Number of attendees	10
Inside Bridge Influence Area?	Yes

Summary

Brief 15-minute update given during “pre-meeting.” Emphasis placed on public comment period and upcoming Task Force decision point. Handed out newsletters, comment forms, and flyers promoting public comment period and Task Force meeting on Feb. 27. Very few questions from attendees.

Questions and Comments

- There’s not enough space on the other side of the bridge for it to touch down.
- It’s ridiculous for TriMet to consider stopping #6 bus service to downtown Vancouver.

Follow Up

None needed.

Number of New Sign-ups to Mailing List: 4



Summary of Outreach Event

Organization	Retired Public Employees of Clark County
Date / Time / Length	2/15/07 , 2pm-3pm
Location	1009 E. McLoughlin, Luepke Senior Center
Contact person	William Ayres, 360-574-2789
Staff present	Frank Green, Peter Ovington
Number of attendees	19
Inside Bridge Influence Area?	No

Questions and Comments

- Total waste to tear down existing bridges
- Bus is not a rapid transit system
- 4th Plain ramp - people don’t let you merge onto I-5
- Will steel come from outside the U.S. ?

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- *A: Federally funded projects require use of USA made steel. Procurement methods are being looked at.*
- Get trucks off of highway, get freight onto trains.
- Does LRT use more electricity than other transit modes? How much?
- It looks like the replacement bridge downstream lands in Vancouver and doesn't connect back to I-5.
- Does U.S. law allow even a small amount of foreign steel?
- Costs? Tolls?
- You'll drive traffic to I-205 if you toll I-5.
 - *A: Current law doesn't allow toll on I-205, but would be changed.*
- Growth in Ridgefield, La Center is booming. Old bridge has to go because of growth and earthquake safety.
- How much did I-205 cost?
- Is I-205 earthquake proof?
 - *A: No, not entirely. But its pilings are into bedrock. I-5 vulnerable to liquefaction.*
 - Bedrock is 90 ft on WA side, 240 on OR side.
- Other bridges do not carry I-5.
- Depending on who gets contract, how will we guarantee jobs for our people?
- Will it be public or private firm building it?
 - *A: Need to decide whether we use design-build or another approach..*
- Have you had interest from foreign investors to build it? Will public have a say?
- Under rules of NAFTA, someone would come buy the bridge from outside U.S.
- Couldn't you get funding from vehicle license fees?
- When will process and work begin?
- What about NAFTA super highway? It would shut down our ports.

Number of New Sign-ups to Mailing List: 5

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The Columbia River Crossing project is recommending these bridge and transit options for further analysis in the Draft Environmental Impact Statement process:

Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	X		X	
2.	Do you agree with the staff recommendation for transit?			X	
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	X			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	X			
5.	Car and truck traffic on I-5 should not stop for river traffic.	X			
6.	Public transit on I-5 should not stop for river traffic.	X			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	X			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	X			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.		X		
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	X			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.		X		
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	X			

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1.	Do you agree with the staff recommendation for the bridge?			/	X
2.	Do you agree with the staff recommendation for transit?	X			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	X			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.		X		
5.	Car and truck traffic on I-5 should not stop for river traffic.	X			
6.	Public transit on I-5 should not stop for river traffic.	X			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	X			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	X			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	X			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	X			[scribble]
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	X			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	X			

13. Comments:

#1 Moving Bridge ~~Down~~ Stream is only Natural Way, going Down River only further Taxes on Ramps due to Downtown Access. Moving I 5 Away from Direct Downtown Access would greatly smooth Traffic Transition. MAKE SPACE TO FEED DOWNTOWN.

* Giving Trucks + Busses HOV Type LANES would greatly improve Traffic Trucks to the Left, unless USING EXIT. If Through Traffic STAYS TO Left would only need Exit Lanes like in Colorado on I 25 N+S of DENVER. All TRUCKS TO "HAMMER" LANE - KEEPS ROADWAY moving quickly The same in Parts of NEBRASKA + IOWA.

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

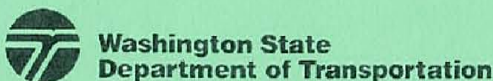
*Name:

*Address:

*City: Battle Ground *State: WA *Zip: 98604

Email: _____ (* = Required fields)

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Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit?	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

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	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit?	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

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1.	Do you agree with the staff recommendation for the bridge?	X			
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3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	X			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	X			
5.	Car and truck traffic on I-5 should not stop for river traffic.	X			
6.	Public transit on I-5 should not stop for river traffic.	X			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	X			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.			X	
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	X			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	X			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.				X
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	X			

13. Comments:

This proposed New Bridge would have to be bigger; wider; more straight lanes

this will require some land acquisition on both sides of the river to build better on and off ramps and more lanes for more volume of traffic.

→ A150- must improve width at Delta Park South Bound - maintain at least 3 lanes all the way into downtown Portland -

Dangerous merge at PIR must be eliminated - to reduce bottleneck southbound

Thank you All - Don Ruff

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660

Fax: 360.737.0294

Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes

No

*Name:

*Address:

*City: Vancouver

*State: WA

*Zip: 98663

Email:

(* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



Washington State
Department of Transportation



Oregon Department
of Transportation

(Over)

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5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
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11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			✓
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

#11 Concerned about using Eminent Domain
Don't like the law at all, but if it has
to be done for safety. So be it.
Trucks need own lane. Do you realize
how many hours a week are
taken up by traffic slow downs on
the existing bridge? The public
would be alarmed if they new
how tired many truck drivers
are while driving. Its a safety
issue as well as commercial
issue (referring to dollars
spent while fighting traffic)

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Would you like to be added to the Project mailing list? Yes No

*Name: [REDACTED]

*Address: [REDACTED]

*City: Van

*State:

*Zip:

98661

Email: [REDACTED] (red fields)

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3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	X			
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13. Comments:

A NEW BRIDGE w/ more LANES will help traffic flow ONLY if additional LANES into PORTLAND are added. when traffic on the bridge moves well, traffic between Hayden Island + North Portland STOPS.

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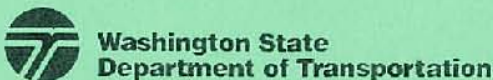
*Name: _____ Organization (Optional): _____

*Address: _____

*City: _____ *State: _____ *Zip: _____

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4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	yes			
5.	Car and truck traffic on I-5 should not stop for river traffic.	yes			
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8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.			X	
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12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

#1 I think an entirely New bridge is in order but as an Interstate Truck driver we need our own dedicated lanes of travel so we can flow smoothly ~~down~~ down the Road it is extremely frustrating to be on and off the clutch and brake in a large truck for long periods of time in gridlock traffic

#2 I think that transit should not take full Priority over the rest of the traffic problems. Portland and constant obsession with social engineering I feel should carry the majority of blame for the current Traffic situation the Delta Park bottleneck south bound side is a prime example. The city of Portland makes no bones about wanting to force people of their cars and onto bikes, buses, and trains. Build a high enough bridge that trains can run underneath and still have clearance for River traffic. have 5-6 lanes each side with one dedicated Express bus lane and 1 dedicated truck lane each direction that ^{cars} are not allowed to use. car exits can drop off in center and go thru short tunnels under roadway.

#3 The SR 14 and Hayden Island ramps are unsafe during peak hours cars and trucks cannot get going fast enough to avoid being hit by flowing traffic I have seen probably 20 collisions in 3 years

#4 Driving for Andersen Dairy

3. One collision or one dead car can tie things up for hours as Odot emergency assist trucks tow trucks and fires Ambulance may need two of the three lanes to do their work safely

I have seen traffic backed up to Wilsonville because of the bridge and collision caused by cars swapping lanes trying to force their way thru the gridlock. During peak

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660 Times of Day I avoid I-5 and run 205 instead
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes No

Already on list

*Name:

*Address:

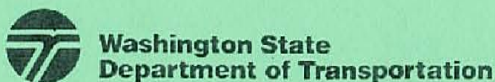
*City: Vancouver

*State: WA *Zip: 98661

Email:

(* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



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The Columbia River Crossing project is recommending these bridge and transit options for further analysis in the Draft Environmental Impact Statement process:

Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?		X		✓
2.	Do you agree with the staff recommendation for transit?	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.		X <i>It is the ramp weaving close ramps</i>		✓
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.		X	✓	
6.	Public transit on I-5 should not stop for river traffic.	✓		✓	
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.				
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.				
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.				

13. Comments:

The staff recommendation for transit are fine. But the other recommendations are too narrow: it should still evaluate the ^{new} local/arterial bridge ~~with~~ combined with improved freight crossing (Re-route lift to center channel). These options still have value and need deeper analysis.

The design of the rail road bridge could add safety, capacity, more accessible bike/red access (not steep or high) to the island + Vancouver Base/Cascade waterfront. This new rail bridge could provide temporary local access to Hayden Island during construction. After construction this local-portion arterial portion could be then used for Bike + Red access (+ emergency ~~sp~~ Evms access in case of the main bridge being damaged).

It is not so much narrow lanes on the bridge being the problem - it is the ~~to~~ lane widening between / to the ~~the~~ City Center / Hayden Island ramps: (Please close the 6th St + Hayden Island ramps now - as a test - build a local bridge from Hayden Island + South for access.)

Please do not make the I-5 bridge too steep or high - it becomes a barrier to pedestrian + bike access.

Also consider adding benches on bridge - as it will be very long.

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
 Fax: 360.737.0294
 Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

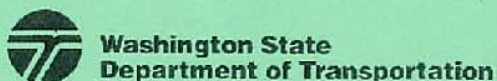
*Name: _____ Organization (Optional): _____

*Address: _____

*City: _____ *State: _____ *Zip: _____

Email: _____ (* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



* Also please consider adding a high screen between the North + South lanes, so (Over) that rubber necking is minimized.

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Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

		Agree	Disagree	Undecided	See my written comments on back
1.	Do you agree with the staff recommendation for the bridge?			<input checked="" type="checkbox"/>	
2.	Do you agree with the staff recommendation for transit?		<input checked="" type="checkbox"/>		
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	<input checked="" type="checkbox"/>			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	<input checked="" type="checkbox"/>			
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	<input checked="" type="checkbox"/>			
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.		<input checked="" type="checkbox"/>		
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	<input checked="" type="checkbox"/>			
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.		<input checked="" type="checkbox"/>		
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	<input checked="" type="checkbox"/>			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.		<input checked="" type="checkbox"/>		
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	<input checked="" type="checkbox"/>			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	<input checked="" type="checkbox"/>			

13. Comments:

- 1) RESTRICT TRAFFIC ENFORCEMENT DURING RUSH HOURS!
- 2) NO - RIVER TRAFFIC - DURING RUSH HOURS + (1) ONE HOUR!
- 3) AS STUDIED AND PLANNED FOR MASS TRANSIT MUST ENTER VANCOUVER VIA THE I-205 BRIDGE. - IT IS ALREADY TO BE BUILT & ACROSS! ALL YOU HAVE TO DO IS BUILD THE TRACKS -
- 4) RESTRICT TRUCK TRAFFIC! A) NO BUSINESS DOWNTOWN USE THE 205 ROUTE FROM 134th AVE. TO SOUTH OF TIGARD IN PORTLAND! B) TRUCKS ENTER PDX PRIOR TO 7:45 AM OR AFTER 10:15 AM AND STOP 3:00 WEEK TO 1:00 PM!

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes

No

*Name:

*Address:

*City: Vancouver

*State: WA

*Zip: 98666

Email:

(required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



Washington State
Department of Transportation



Oregon Department
of Transportation

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Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit?	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

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(Over)

Columbia River Crossing

13. Comments:

I am concerned that too much emphasis is being put on the automobile and not enough on transit, especially light rail. I understand that future full costs were not used in modeling traffic forecasts. Future needs will be for non-polluting transit!

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

I get mailings

Would you like to be added to the Project mailing list? Yes No

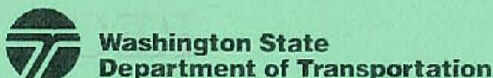
*Name: [Redacted]

*Address: [Redacted]

*City: Port *State: OR *Zip: 97217

Email: [Redacted] (Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



(Over)

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Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	Check all that apply →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	X			X
2.	Do you agree with the staff recommendation for transit?	X			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	X			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	X			
5.	Car and truck traffic on I-5 should not stop for river traffic.	X			
6.	Public transit on I-5 should not stop for river traffic.	X			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	X			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	X			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	X			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	X			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	X			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	X			

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(Over)

Columbia River Crossing

13. Comments:

- 1. I WOULD LIKE TO SEE THIS NEW BRIDGE BE A "LANDMARK QUALITY" DESIGN -
- 2. I LIKE THE OPTIONS USING THE WEST (ROW) RIVER OPTION - I ESPECIALLY LIKE THE ELEGANT CURVED PATH OF THE BRIDGE
- 3. I LIKED THE OPTIONAL ACCESS ROAD AND BRIDGE BETWEEN NIANCHOR WAY AND MLK BLVD AS AN ACCESS TO FREENWAY ENTRANCE NORTHBOUND.

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

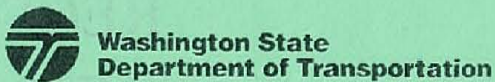
*Name: [Redacted]

*Address: [Redacted]

*City: PORTLAND *State: OR *Zip: 97217

Email: [Redacted] (d fields)

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Transit

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- Light Rail Transit with express bus service

	Check all that apply →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit? <i>Yes if it does not slow project</i>			✓	
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic. <i>Yes if it does not slow project</i>			✓	
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans. <i>Yes if it does not slow project</i>			✓	
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.		✓		<i>You are going to have to take property, make it enough to do the job right.</i>
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

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13. Comments:

I believe that the project should move forward as rapidly as possible. Comments from Clark County Commissioners are not helpful. I have been attending community meetings and task force meetings for seven years. I have had plenty of time to give input to the process.

Please move ahead with the project as fast as possible. The current bridges must be replaced.

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes

No

already on list

*Name:

[Redacted Name]

*Address:

*City: Vancouver

*State: WA *Zip: 98661

Email:

[Redacted Email]

(Redacted fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



Washington State Department of Transportation



Oregon Department of Transportation

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Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit?	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

Columbia River CROSSING

NACCC Mtg 2/12
Comment Form

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Transit

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	Check all that apply →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit?			X	
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	X			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	X			
5.	Car and truck traffic on I-5 should not stop for river traffic.	X			
6.	Public transit on I-5 should not stop for river traffic.	X			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	X			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	X			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	X			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	X			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	X			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	X			

(Over)

13. Comments:

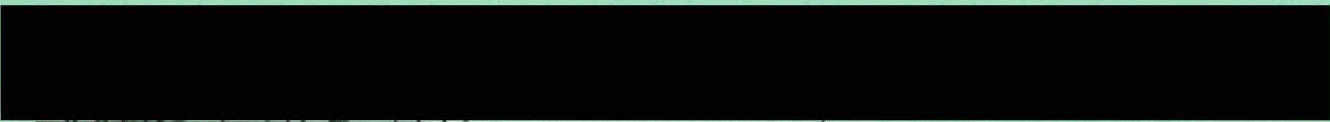
show PLAN TO
EXTEN Light RAIL from I5 to
205 To include Battel Ground
AND Ridgetield

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

*Name:



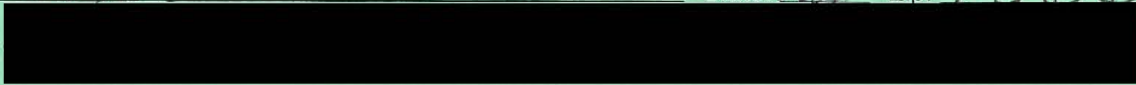
*Address:

*City: VANU

*State: WA

*Zip: 98662

Email:



(Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



Washington State
Department of Transportation



Oregon Department
of Transportation

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- Light Rail Transit with express bus service

	Check all that apply →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit? <i>Yes - Light Rail</i>	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.			✓	✓
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

#1 - Yes to light rail in Vancouver.

#3 - Bike/pedestrian lanes - do not place bike path in the middle of lanes as on I-205 -

Bike lanes are a necessity

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
 Fax: 360.737.0294
 Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

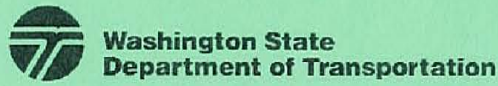
Yes No

*Name: [Redacted]
 *Address: [Redacted]

*City: Vancouver *State: WA *Zip: 98686

Email: [Redacted] (required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



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	Check all that apply →	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?		X		
2.	Do you agree with the staff recommendation for transit?		X		
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.		X		
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.		X		
5.	Car and truck traffic on I-5 should not stop for river traffic.		X		
6.	Public transit on I-5 should not stop for river traffic.		X		
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.		X		
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.		X		
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.		X		
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.		X		
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.		X		
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.		X		

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13. Comments:

The mission of the Department of transportation must first and foremost in providing the most economical methods to move commerce.

The growth of trucking and modal transportation is near to capacity NOW! Private automobiles are growing similar to the increased birthrate.

DO NOT REDUCE (TRASH) THE BRIDGES INCREASE THE CAPACITY TO MEET THE HISTORICAL EXPECTED GROWTH.

PLEASE REPEAT PLEASE DON'T WASTE TAX PAYER MONIES

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?



Yes



No

*Name: _____

*Address: _____

*City: PORTLAND

*State: OR

*Zip: 97244

Email: _____

(* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



Washington State
Department of Transportation



Oregon Department
of Transportation

(Over)

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	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?			✓	✓
2.	Do you agree with the staff recommendation for transit?	✓			✓
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.			✓	✓
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.			✓	
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			✓
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

RECEIVED

FEB 14 2007

13. Comments:

(1) I am concerned that not enough has been done to study environmental impact and air quality impact. I live behind Arada Park in Vancouver and have two young children, ages 21 months and 4 years. I have been very upset about studies done in California that show the long-lasting health problems children raised within a 1/2 mile of a freeway may develop. Also the benzene levels here are already excessive. I want to know what a mega-bridge/multi-lane highway is going to do to air quality (be it already poor).

(2) I am very much in favor of light-rail.

(3) I do not want the Fourth Plain Ave. exit made easier for truck traffic. There is enough truck traffic as-is. I want fewer trucks using that exit. Aside from the noise and pollution, someone is going to get killed crossing Fourth Plain by F, C or D Streets the way trucks come barreling off I-5.

(4) Obviously being in Arada I am concerned about this. I am also worried specifically about the fate of Arada Park.

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes

No

*Name:

*Address:

*City:

Vancouver

*State:

WA

*Zip:

98663

Email:

(red fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



Washington State
Department of Transportation



Oregon Department
of Transportation

(Over)

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Bridge

- Replace the existing bridge with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?		X		X
2.	Do you agree with the staff recommendation for transit?	Yes			X
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.				
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.				
5.	Car and truck traffic on I-5 should not stop for river traffic.				
6.	Public transit on I-5 should not stop for river traffic.	X			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.				
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	X			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.				
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.				
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	X	X		
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.				

13. Comments:

Light rail should come to Vancouver First. A light rail line would be cheaper and easier to build. It would relieve congestion quicker, provide flexibility in peoples transit plans and also relieve congestion whenever a new bridge is built.

The Cost of the new bridge is important. By the time the new interchange are completed the cost is apparently 1 to 2 billion dollars, that makes upgrading the existing bridge for earthquake safety look cheap.

Who will pay for the new bridge? Like most residents I am opposed to a toll bridge.

Bridge discussions have ignored the effects of future increases in gasoline prices on bridge demand (or need) and the effect of having a toll. I for one would cross the Columbia less often if there a toll charge.

The local bridge option from Vancouver to Hayden Island should be explored more. It would help Vancouver riverfront development. It could be done with a light rail line.

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Email: feedback@columbiarivercrossing.org

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*Name:

*Address:

*City:

Vancouver

*State:

WA

*Zip:

98660

Email:

(* = Required fields)

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FEB 14 2007



Washington State
Department of Transportation
Columbia River Crossing



Oregon Department
of Transportation

(Over)

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Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

		Agree	Disagree	Undecided	See my written comments on back
1.	Do you agree with the staff recommendation for the bridge?				
2.	Do you agree with the staff recommendation for transit?				
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.			✓	
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

SOME OF THE ITEMS BUT MORE STUDY WOULD BE BETTER.

THANK YOU. Please send completed form to:

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Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes

No

*Name: _____

*Address: _____

*City: VANCOUVER

*State: WA

*Zip: 98663

Email: _____

(* = Required fields)

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Washington State
Department of Transportation



Oregon Department
of Transportation

FEB 15 2007

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Transit

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- Light Rail Transit with express bus service

		Agree	Disagree	Undecided	See my written comments on back
1.	Do you agree with the staff recommendation for the bridge?	✓			
2.	Do you agree with the staff recommendation for transit?				✓
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Traffic on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
6.	Public transit service on I-5 should not stop for river traffic. A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
7.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
8.	Travelers using cars, trucks and public transit need more reliable travel times between Portland and Clark County.	✓			
9.	Solutions for moving people, cars and trucks should avoid or minimize traffic congestion to downtown Vancouver, Hayden Island or other neighborhoods.	✓			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.			✓	
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

If we are putting Light Rail to a vote and Max is only going through Downtown Vancouver, then the City of Vancouver citizens should vote on if or parts of the city where light rail is going. I currently do not think Light Rail needs to go a vote (or the bridge). Also, I only support Max in Vancouver. I do not think "Bus Rapid Transit with express bus services" will work to solve transit issues (such as busses getting stuck in traffic). I think Max is the only choice in Vancouver.

Thank you!

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Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes

No

*Name:

*Address:

*City: Vancouver

*State: WA *Zip: 98660

Email:



Washington State Department of Transportation



Oregon Department of Transportation

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	<i>Check all that apply →</i>	Agree	Disagree	Undecided	See comments on back
1.	Do you agree with the staff recommendation for the bridge?		X		
2.	Do you agree with the staff recommendation for transit?		X		
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	X			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.			X	
5.	Car and truck traffic on I-5 should not stop for river traffic.		X	X	
6.	Public transit on I-5 should not stop for river traffic.		X	X	
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.		X	X	
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	X			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.	X			
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	X			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.			X	
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	X			

13. Comments:

The Columbia River replacement under or over crossing should include light rail.

If this crossing is to be a bridge, it should be the most advanced and spectacular bridge on the west coast. The design should be the best the world can design.

THANK YOU. Please send completed form to:

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Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes No

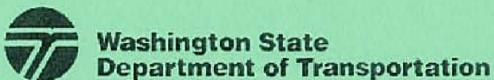
*Name: _____

*Address: _____

*City: Portland, Oregon 97217 *State: _____ *Zip: _____

Email: _____ (* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



(Over)

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1.	Do you agree with the staff recommendation for the bridge?				✓
2.	Do you agree with the staff recommendation for transit?	✓			
3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.		✓		
6.	Public transit on I-5 should not stop for river traffic.		✓		
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
9.	Travelers using cars and trucks need more reliable travel times between Portland and Clark County.		✓		
10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.		✓		
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

3rd b Bridge needed for more crossings
- SEISMIC - Fit I-5 & keep it for local traffic

- AMT. OF electricity for Light Rail

→ MORE CROSSINGS!

- PUT freight on more trains

- MAYOR POLLARD is NOT the decision-MAKER for downtown Van

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Email: feedback@columbiarivercrossing.org

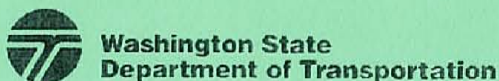
Would you like to be added to the Project mailing list? Yes No

*Name: [Redacted]
*Address: [Redacted]

*City: Van *State: WA *Zip: 98684

Email: [Redacted] (red fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



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3.	Narrow lanes and a lack of shoulders slow traffic on the Interstate Bridge. A new bridge should feature wider lanes and shoulders to improve the safety and flow of travel.	✓			
4.	Short ramps make getting on and off I-5 difficult and unsafe. Improvements are needed to make connecting to I-5 smoother and safer for trucks and cars.	✓			
5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
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10.	Solutions for moving people, cars and trucks should be consistent with local land use plans.	✓			
11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
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13. Comments:

Light rail please

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Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list?

Yes No

*Name:



*Address:

*City: Vancouver,

*State: WA

*Zip: 98685

Email: _____

(* = Required fields)

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Washington State
Department of Transportation



Oregon Department
of Transportation

(Over)

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5.	Car and truck traffic on I-5 should not stop for river traffic.	✓			
6.	Public transit on I-5 should not stop for river traffic.	✓			
7.	A new bridge should be built high enough to eliminate the need to open for boats and barges.	✓			
8.	More reliable transit service with predictable travel times is needed between Clark County and Portland.	✓			
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11.	Solutions for moving people, cars and trucks should minimize taking additional land for right-of-way.	✓			
12.	A new bridge should improve safety and travel conditions for marine traffic in the Columbia River.	✓			

13. Comments:

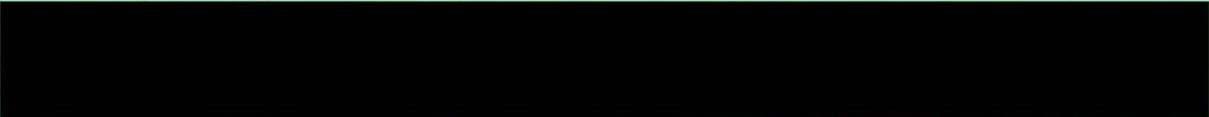
Do not remove the present I-5 bridge
No buses for rapid transit. Favor
light rail.

THANK YOU. Please send completed form to:

Columbia River Crossing Project, 700 Washington Street, Suite 300, Vancouver, Washington, 98660
Fax: 360.737.0294
Email: feedback@columbiarivercrossing.org

Would you like to be added to the Project mailing list? Yes No

*Name:

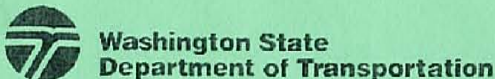


*Address:

*City: Vancouver *State: WA *Zip: 98685

Email: _____ (* = Required fields)

Visit the CRC project Web site for more information: www.columbiarivercrossing.org



(Over)

— and which aren't.

real possibilities

— we are deciding which alternatives are

This is an important decision

fold here

9866043224

Columbia River Crossing

FFR 06 2007

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COLUMBIA RIVER CROSSING
700 Washington Street, Suite 300
Vancouver, WA 98660



fold here

Inside Flap. Tape opposite edge over this side.



City * <i>Portland</i>	State * <i>OR</i>	ZIP * <i>97203</i>
---------------------------	----------------------	-----------------------

Would you like to be added to the Project e-mailing list?

Yes No I already am

(* requ

We want to hear from you

Tell us what you think about the proposed bridge and transit options

At the Columbia River Crossing Task Force meeting on November 29, 2006, project staff recommended one river crossing (bridge) and two transit options for further analysis. The Task Force agreed to forward the staff recommendation to the public for review and comment.

Do you want to see the proposed river crossing and transit options moved forward? Do you want to know more? Let us know.

 Please share your comments on the staff recommendation related to the bridge and public transit options.

I think the staff has done a great job at looking at the problems with the bridge. I agree the old bridges need to be replaced. I think it's necessary to move ahead with the project.



RECEIVED

FEB 12 2007

Columbia River Crossing



— and which aren't.

real possibilities

— we are deciding which alternatives are

This is an important decision



fold here



956660+3224

COLUMBIA RIVER CROSSING
700 Washington Street, Suite 300
Vancouver, WA 98660



fold here

Inside Flap. Tape opposite edge over this side.



City *	State *	ZIP *
Portland	OR	97217

Would you like to be added to the Project e-mailing list?

Yes No I already am

(* required fields)

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Do you want to see the proposed river crossing and transit options moved forward? Do you want to know more? Let us know. YES

 Please share your comments on the staff recommendation related to the bridge and public transit options.

Thank you for your arduous efforts in working on this problem. I like the outcome, ~~an~~ especially the focus on mass transit. Attention to environmental needs is very important, and ~~the~~ eliminating the need for a drawbridge is great. I still think it would make great sense to encourage reducing the traffic flow by working with employers to reduce the interstate employees. Tax records can easily identify the persons from one state to travel daily to the other state to do the same job. Incentives for both employers & the workers could greatly reduce traffic, pollution, dependence on oil, and save travel money ~~from~~ for workers. I know personally at least a dozen people who come from as far as Oregon City and Beaverton to work here. That's an incredible waste & cost to everyone. I'm sure it's the same for workers going the other way - to do the same jobs.

please give this more attention as part of the traffic problem/solution.

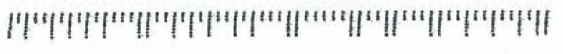
Thanks, 



This is an important decision
 — we are deciding which alternatives are
 real possibilities
 — and which aren't.



fold here



Columbia River Crossing

FEB 12 2007

RECEIVED
 700 Washington Street, Suite 300
 Vancouver, WA 98660
 COLUMBIA RIVER CROSSING

39¢



fold here
 Inside Flap, Tape opposite edge over this side.



City *	State *	ZIP *
Would you like to be added to the Project e-mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> I already am <i>I think I am ... ?</i>		

(*required fields)

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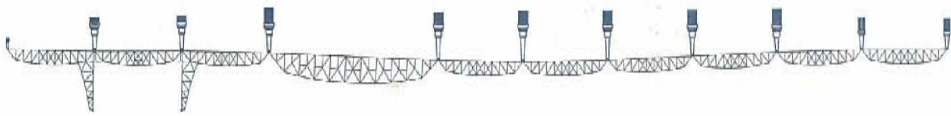
Please share your comments on the staff recommendation related to the bridge and public transit options.

With the cost of gas forecasted to exceed \$5.00 within 4 years and over 10 within 10 years - maybe our emphasis on reducing congestion for CARS is misplaced?

Why build a new bridge when only those who will benefit the most are suburban Clark County SUV drivers?

Instead build a new transit only bridge for light rail / peds? Bikes and local bus service.

Also the design competition for the new bridge should be an international competition to encourage world famous designers like Santiago CALATRAVA!



— and which aren't.

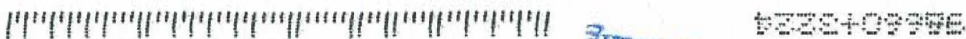
real possibilities

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Columbia River Crossing
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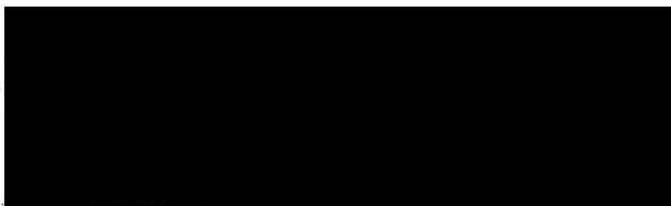
Vancouver, WA 98660

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700 Washington Street, Suite 300

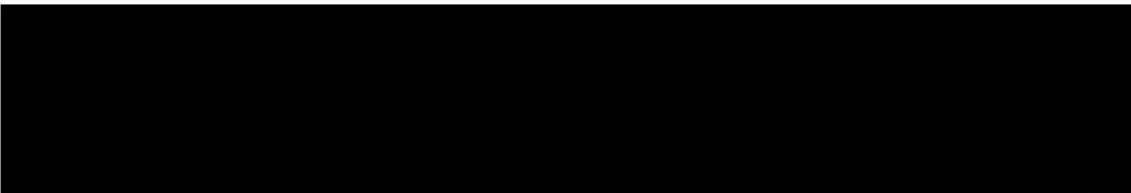
COLUMBIA RIVER CROSSING

39 USA



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City *	State *	ZIP *
Portland	OR	97217
Would you like to be added to the Project e-mailing list?		
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> I already am		

(* required fields)

We want to hear from you

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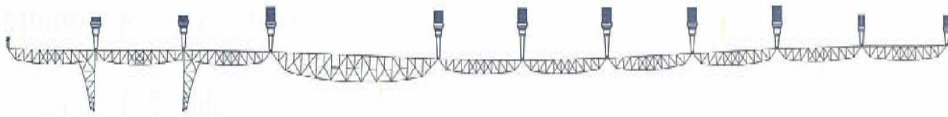
 Please share your comments on the staff recommendation related to the bridge and public transit options.

I ATTENDED YOUR JAN. 20TH.
PRESENTATION AT LINCOLN ELE.
AND FOUND IT VERY INTERESTING.
ALL OPTIONS APPEAR WELL
THOUGHT OUT & CLEARLY DISPLAYED.
STAFF WAS VERY HELPFULL !!
I UNDERSTAND THE APPEAL TO LOTS
OF PEOPLE OF LIGHT RAIL OPTIONS
BUT IS IT REALLY COST EFFECTIVE
AND FLEXABLE? I FEEL THAT
BRT COULD BE MUCH ~~FOR~~ FLEXIBLE
MORE
BOTH NOW & IN THE TIME TO COME &
POSSIBLY MORE COST EFFECTIVE AS
WELL. THANKS AGAIN FOR YOUR
EXCELLENT PRESENTATION.

RECEIVED

FEB 12 2007

Columbia River Crossing



- and which aren't.

real possibilities

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9860+3224

COLUMBIA RIVER CROSSING
700 Washington Street, Suite 300
Vancouver, WA 98660



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City * VANCO.	State * WA.	ZIP * 98661
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Would you like to be added to the Project e-mailing list?

Yes No I already am

(DIRECT MAIL IF AVAILABLE)

(* required fields)

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Please share your comments on the staff recommendation related to the bridge and public transit options.

Feb. 10, 07

The overcrossing of the great River of the West on the major artery running from British Columbia to Mexico is the most significant piece of highway infrastructure on I-5. Here is the potential for a world class design to delight and inspire for decades to come. You should mount an international competition for this design, and invite architects of the caliber of Santiago Calatrava. Your brief will limit height, channel clearance, span width, included transit modes, show land side connections, and suggest alignment, but should not indicate structure type. Pier placements can be discussed with the entrants.

Please allow me to suggest that a design jury should also be international, and to include Henry Petroski, Professor of civil engineering and history at Duke University in Durham. (Please see American Scientist, Jan-Feb 2007, p.16, "Engineering".)

The most ambitious and open minded review should drive the selection process.

An opportunity of this magnitude must not be compromised by cost benefit analysis or design mediocrity.

Thank you.





— and which aren't.

real possibilities

— we are deciding which alternatives are

This is an important decision

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700 Washington Street, Suite 300
Vancouver, WA 98660



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City * Portland	State * Oregon	ZIP * 97217
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Would you like to be added to the Project mailing list?

Yes No I already am

(*required fields)

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 Please share your comments on the staff recommendation related to the bridge and public transit options.

It seems the staff is doing a GREAT job in considering all of the options and needs. I hope that WA will see how important the light rail is!

I also hope that more consideration will go into putting this project out for international comp. The budget could be included as part of the deal.

Thank you,





- and which aren't.

real possibilities

- we are deciding which alternatives are

This is an important decision

Columbia River Crossing

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COLUMBIA RIVER CROSSING
700 Washington Street, Suite 300
Vancouver, WA 98660



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City Portland	State OR	Zip hmi 97217
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(* required fields)

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 Please share your comments on the staff recommendation related to the bridge and public transit options.

Alternative 3 would make the most sense - I would not only like to see light rail (MAX) incorporated in the new design but also a bike and ped. paths. The existing bike/ped path is frightening. Being a NoPo resident I can also see the NoPo Bridge from my home so a striking yet graceful structure would be a joy. Same for the I-5 Bridge. I believe great care should be taken to select the right architect for this important task. The proper selection would elevate this bridge from a piece of roadway to a piece of art.

Thanks





— we are deciding which alternatives are
 real possibilities — and which aren't.

This is an important decision

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COLUMBIA RIVER CROSSING
 700 Washington Street, Suite 300
 Vancouver, WA 98660



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City * PORTLAND	State * OR	ZIP * 97217
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Would you like to be added to the Project e-mailing list?
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(* required fields)

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Please share your comments on the staff recommendation related to the bridge and public transit options.

Please keep an "express"
to Portland Option.

Either bus, van or
max. This would
add a lot extra time
to my commute from
134st to PDX to
Beaverton —

Milliken way Max.
I do not want to ask my
husbands who have lived here
56 years to move to
Oregon. I am willing to
pay intakes or per ride!



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real possibilities

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This is an important decision



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Columbia River Crossing

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Vancouver, WA 98660

700 Washington Street, Suite 300

COLUMBIA RIVER CROSSING

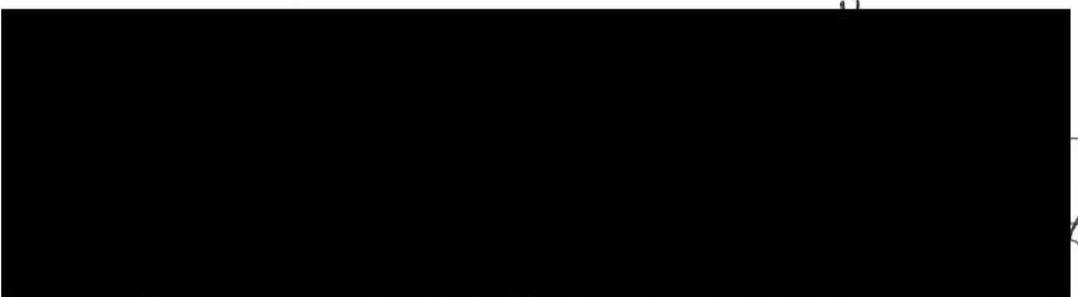


PORTLAND, OR 972

PORTLAND, OR 972

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City*

Ridgely

State*

WA

ZIP*

98642

Would you like to be added to the Project e-mailing list?

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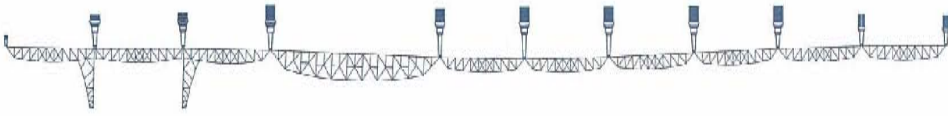
Please share your comments on the staff recommendation related to the bridge and public transit options.

1) While this project would certainly do some good the question remains that given a limited (set) amount of money for road & rail improvements within 50 miles of the bridge. What else could be done with the same amount of money?

2) While the traffic to Hayden Island may not be a major portion of the traffic, I am convinced that it is responsible for more than its fair share of the congestion.

The recent rebuild of the Hwy 26 west bound separation of the Hwy 217 on traffic with the Cedar Hills off traffic is a prime example

A local 3rd bridge that could be cheaper to build & that carries transit and emergency vehicles makes sense to me especially if it enables other critical transportation projects to happen



— and which aren't.

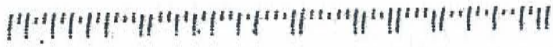
real possibilities

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Columbia River Crossing

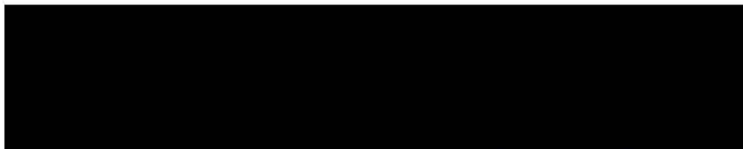
Vancouver, WA 98660

700 Washington Street, Suite 300

COLUMBIA RIVER CROSSING

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City *	State *	ZIP *
Portland	OR	97229
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(* required fields)

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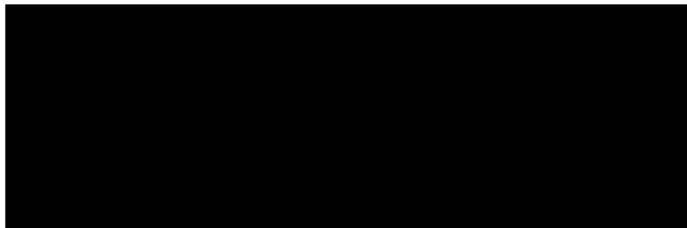
Please share your comments on the staff recommendation related to the bridge and public transit options.

2 14 07

I don't know why you want "Public" input, you never listen to us anyway. but here I go.

1. There is nothing wrong with the I-5 Bridge. It works great most of the time.
2. A third bridge wont cost any less in the future. Why not think of the future. Don't be "small minded" as a certain mayor said. I believe the public will even support a toll.
- 3.. Think of the nightmare during the remodeling of the Interstate.
4. With the new growth in Vancouver, the ALcoa property development and all along the river front with the Port of Vancouver, there will be more traffic. If you don't plan for it with a third bridge, don't have any more development.

In other words, pull your heads out of the sand and bite the bullet. A THIRD bridge is the ONLY way to go.





— and which aren't

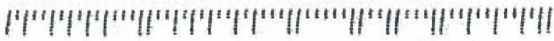
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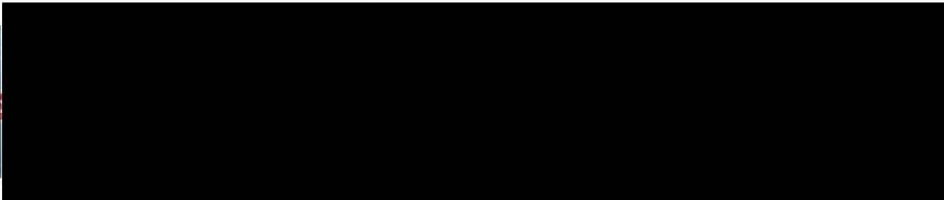
Vancouver, WA 98660

FEB 16 2007

700 Washington Street, Suite 300

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Name *		E-Mail	
Address *			
City *	State *	ZIP *	
Would you like to be added to the Project e-mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> I already am			

(* required fields)

We want to hear from you

Tell us what you think about the proposed bridge and transit options

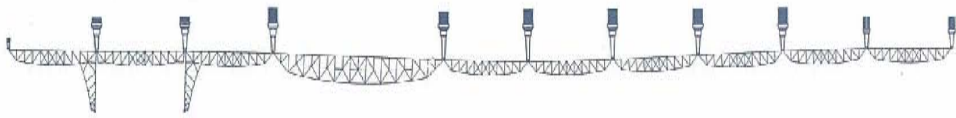
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 Please share your comments on the staff recommendation related to the bridge and public transit options.

The (LRT) Light Rail Transit is the most sensible staff recommendation for many reasons. Cutting down on Air pollution is one good reason, plus time saved by riders, etc.

I am 90 years old and find it very convenient to park my car in downtown Vancouver and take Tri-Met #6 bus to Interstate and Lombard in Portland, transfer to Tri-Met's yellow line MAX to downtown Portland, transfer to the Blue line MAX and go visit friends in Beaverton or Hillsboro, (for 80¢ fare + transfer), Or I can take the yellow line to the Blue line and go to Lloyd Center, Or I can take the yellow line to Kaiser Medical Center. All very clean, rapid, inexpensive rapid transportation. If you bring the Light Rail to north of downtown Vancouver area I am sure many more people will use it. Many friends marvel at how I get around so much! I love it.



— and which aren't.

real possibilities

— we are deciding which alternatives are

This is an important decision



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Columbia River Crossing

Vancouver, WA 98660

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City *	State *	ZIP *
Vancouver	WA	98661

Would you like to be added to the Project e-mailing list?

Yes No I already am

(* required fields)

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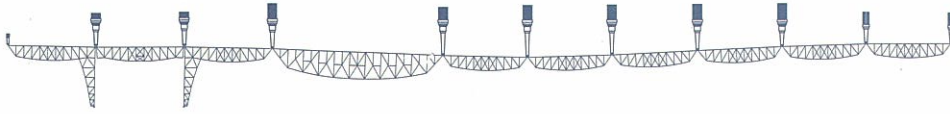
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Columbia River Crossing

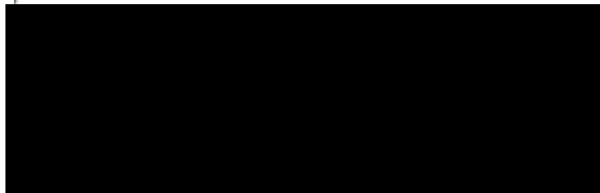
Vancouver, WA 98660

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City *	State *	ZIP *
Vancouver	WA	98661

Would you like to be added to the Project e-mailing list?

Yes No I already am

(* required fields)

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: project scope and focus
Date: Wednesday, February 07, 2007 9:06:27 AM
Attachments:

Hello

I was referred to your site by the Port of Portland.

I am curious if the focus of your group and hard work is to alev/ address the pressures to the West Side, IE I-5, connection between Portland and Vancouver or if your group is assisting with any projects to assist in the relief of congestion on the i205 Glenn Jackson bridge as well?

With the imminent arrival of IKEA to Cascade Station the amount of traffic will increase and I am curious if any organizations are working independently or together to alleviate the potential pressure.

Best Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Thursday, February 08, 2007 2:46:07 PM
Attachments:

[REDACTED]



Portland, OR 97219

[REDACTED]

Comment: After much consideration, I believe attempts should focus on efficient forms of mass transit. I believe extension of the Interstate light rail line would be simpler for commuters than transferring from an rapid transit bus and result in higher ridership. I think the current I-5 bridge should be maintained for auto traffic with some modifications/alternatives to haden island on-ramps to keep cost/waste down. Expansion of autolanes across the columbia river will not significantly alleviate congestion because the I-5 system is at/near capacity from Vancouver through the Terwilliger curves and down to Willsonville. It would merely move the bottleneck. Other areas of I-5 would be exceptionally costly to expand and I don't think Portland will or should pay for extensive I-5 reconstruction. I support a supplemental light-rail bridge as a very economical approach. I believe HOV lanes should be extended from I-5/405 split north to where I-5 meets I-205 in Clark county active from 6-9am going south and 3-7pm going north. Freight traffic should also be able to use HOV lanes to aid interstate commerce. Tolls should be implemented to offset costs.

Best Regards,

[REDACTED]

From: 
To:  [Columbia River Crossing;](#)
CC:
Subject: Posted mp3 at CRC site contains a technical error on BRT vs LRT
Date: Thursday, February 08, 2007 1:40:23 PM
Attachments:

Ladies and gentlemen:

The Columbia River Crossing web site at <http://www.columbiarivercrossing.org> contains lots of good information, but the "friendly" audio recording at <http://www.wsdot.wa.gov/inform/downloads/ColumbiaRiverCrossing.mp3> conveys the common misconception that bus rapid transit does not have, or cannot have, the same passenger carrying capacity as light rail.

I hate to see misleading, incorrect information with [wsdot.wa.gov](http://www.wsdot.wa.gov) addresses. One of my specialties is media choice, and your MP3 could be particularly sinister in its impact with citizens who take the time to listen.

The MP3 dialog is amplifying a myth.

Transit authorities can certainly ****choose to design**** a new BRT system that would be inferior to a light rail system in the same corridor. This has happened in some regions. Sometimes a BRT system evolves from ordinary bus service and has constraints that won't let it reach the capacity of a new light rail that might be built in the same corridor.

However, there are many examples of implemented BRT around the world that have every bit and more of the carrying capacity of light rail. Ottawa in Canada, Curitiba in Brazil, Brisbane in Australia, and Bogota in Colombia come to mind, and there are others.

Most importantly, in the case of the Columbia River Crossing, a BRT system can be designed in a way that multiple bus lines, some express and some local, could feed into the bus/HOV lane on a future Columbia River bridge

for an unimpeded crossing. This feature of merging multiple bus lines onto a common dedicated, high volume roadway spine is a transit characteristic that is much more economical to achieve with buses than with railroad trains. The buses moving on such a bridge could very easily carry more people than a right of way dedicated to light rail.

For further information visit the Bus Rapid Policy web site at

<http://www.gobrt.org>, [REDACTED]

[REDACTED] e

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Thursday, February 08, 2007 1:14:54 PM
Attachments:

[REDACTED]

Vancouver, WA 98663

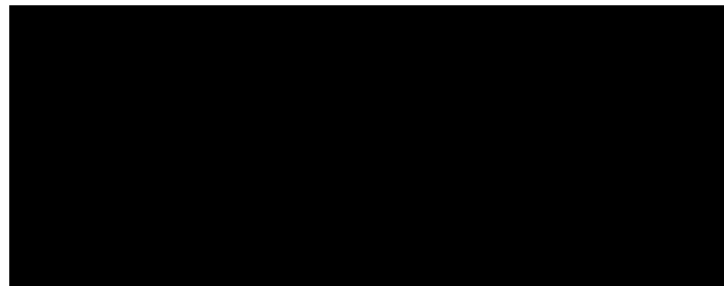
[REDACTED]

Comment: I would like to see an additional alternative maintained through the draft DEIS process. The staff's recommendation of replace bridge with two mass transit options is not sufficient. I would like to see one of the other alternatives that provides arterial crossing (retrofit existing I5 bridge). Only with this true alternative can we measure the cost/benefit to local area issues that will be disproportionately felt by downtown Vancouver.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Saturday, February 10, 2007 11:41:09 AM
Attachments:



Vancouver, WA 98660



Comment: As a downtown resident in the West Coast Bank Building, I have two concerns: diminished property value and increased noise.

I am fearful of an onramp cutting into the view of Mt. Hood that prompted us to buy our home. I am hopeful that some sort of noise abatement will protect us from changes to traffic.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Sunday, February 11, 2007 2:42:21 PM
Attachments:

[REDACTED]

Vancouver, Wa 98683

[REDACTED]

Comment: No Lite/Light/leight -rail

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC: [REDACTED]
Subject: Columbia Crossing Staff Recommendations - Comment
Date: Monday, February 12, 2007 6:46:14 PM
Attachments: [Columbia Crossing Public Comment JRM v2.doc](#)

Please include the attached into your record of comments. Thanks

"The primary goal of the Columbia River Crossing project is to find viable solutions to improve safety, reliability and mobility on Interstate 5 across the Columbia River and between State Route 500 in Vancouver and Columbia Boulevard in Portland."

November 1, 2006 Columbia Crossing 2006 Staff Recommendations

Subject: Comment on November 1, 2006 Columbia Crossing 2006 Staff Recommendations

To : Columbia Crossing Task Force

The Staff Recommendation is a foundation document establishing the basis for design of one of the most expensive and significant transportation projects in our region. I am commenting as a member of the Portland Pedestrian Advisory Committee, an architect, a citizen concerned with the future of our region, a participant in the September 25, 2006 Columbia Crossing Design Workshop, and an advisor on other urban bridge projects such as the MLK Viaduct, Morrison Street Bridge remodel, and the Bybee Street Bridge over crossing.

At the September design workshop, many positive ideas were expressed about the vision for the character of the bridge and concerns about the impacts on the adjacent neighborhoods – what could be described as urban design issues. In reviewing the notes from the workshop, it appears that staff did not adequately digest or record these concerns.

In the Staff Recommendations document, the term “urban design” does not appear. Urban design criteria are not integral to the decision criteria in the document. The call for a committee to establish a “bridge design guide” is given a short paragraph. What this might bring to the project is unclear. There has been no effort to visualize the project.

Our transportation systems create places - whether transitory for those en route or localized for those who live and work nearby. On a grand scale, failure to address such issues resulted in the end of the Mount Hood Freeway 40 years ago, the destruction of many of our cities in the 1950s, and the generally degraded character of the travel experience along our urban and interstate roadways. Compare this

with the stunning roadways and rail lines that are built in Europe or the system of Parkways and Boulevards envisioned and constructed by highway engineers in the 1930s.


In describing options for improving the crossing, urban design criteria –making places for people- must be just as integral to the purpose as the economic drivers that demand a sustainable transportation system. *Both* considerations appear to be neglected in the *primary goal* statement (top of page) and to a large extent in the staff recommendations – either not addressed, assumed, or deferred. In contrast, not unexpectedly, the recommendations focus on the removal of impediments to all modes of travel whether by road, river, rail, or air and comparative costs of such removal. Defined in this way, limited to a short stretch of I-5, engineering considerations for lane capacity, track alignment, barge height, seismic design, ramp lengths, aircraft approaches and the like will provide the solutions and the final form of the bridge.

As was expressed by several unrecorded voices at the Design Workshop, the project staff should evaluate the options on the basis of urban design criteria both for the bridge, the surrounding neighborhoods, and upstream and downstream neighborhoods. What is the long term vision for I-5 south of the crossing? Does Portland want to accommodate six and later eight lanes of through traffic along the East Bank? Should the connection to Vancouver reinforce the urban scale of that city and its connection to Hayden Island and North Portland neighborhoods or will these areas be defined by the arc of eight lanes of concrete ribbon, the roar of fast moving vehicles and vacant lands used exclusively for high speed access ramps? What is the significance of the bridge as a gateway to Oregon and to Portland? How will interchange placement or station area design impact land uses and local transportation – all modes? How will provisions for safe and comfortable walking and biking routes between Portland neighborhoods and Vancouver downtown be enhanced? How can the width of the bridge be minimized? This is the beginning of the list of criteria which has yet to be developed for this project.

To date, the staff report represents a project driven by highway engineering and transportation planning - not urban design criteria. Until the project is staffed with a highly qualified urban design consultant to establish and address urban design criteria and preliminary modeling of the options can be reviewed, the recommendations of the report should not be adopted by the Task Force. The vision thing is conspicuously missing.

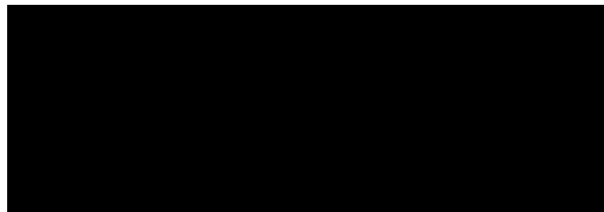
Thanks for you consideration.

Regards,

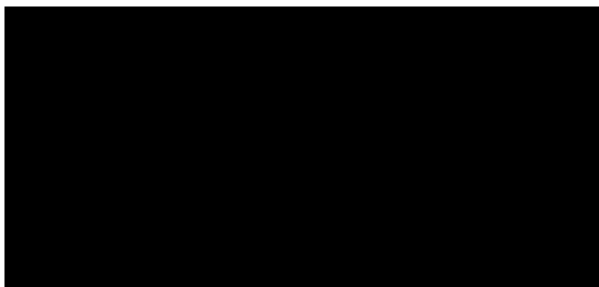


*** eSafe scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Monday, February 12, 2007 8:17:43 AM
Attachments:



Vancouver, WA 98682



Comment: I just read the BridgeNews Flyer. I cannot believe that you are totally discounting keeping an existing functional bridge while adding another much needed bridge. Your arguments for improved traffic options are very sound in terms of adding another bridge, but your arguments for keeping the existing bridge are very weak.

Your own research shows that the public thinks we need another bridge, not just a replacement for the one that is there. See below:

Q10. Let me read that list of options again. Please tell me which one option is the most appealing to

you personally. (REREAD LIST FROM Q9 AND RECORD ONE OPTION)

Combined Add a third lane in each direction of I-5-----35%

Replace existing bridge with wider lanes/Transit options ---28%

Extend light rail into Vancouver and north into Clark Co --19%

Replace existing bridge and add more lanes for auto traffic-- 7%

Incentives for business to offer flextime/work from home-- 5%

Motorists would pay a fee to use I-5 during busy times ----- 3%

[DON'T READ] DK----- 3%

Tri-County Add a third lane in each direction of I-5-----34%
 Replace existing bridge with wider lanes/Transit options ---28%
 Extend light rail into Vancouver and north into Clark Co --21%
 Replace existing bridge and add more lanes for auto traffic-- 7%
 Incentives for business to offer flextime/work from home-- 5%
 Motorists would pay a fee to use I-5 during busy times ----- 3%
 [DON'T READ] DK----- 3%
 Clark County Add a third lane in each direction of I-5-----42%
 Replace existing bridge with wider lanes/Transit options ---30%
 Extend light rail into Vancouver and north into Clark Co --13%
 Replace existing bridge and add more lanes for auto traffic-- 7%
 Incentives for business to offer flextime/work from home-- 5%
 Motorists would pay a fee to use I-5 during busy times ----- 2%
 [DON'T READ] DK----- 2%

I think that you are discounting anything on the I-205 side of town (where light rail would really make sense), and West of I-5 (where you could have a great bypass straight to Hillsboro and really get rid of the bottlenecks that exist like the I-26 tunnel) for a true Truck Transportation Bypass. You are so focused on tying the two downtown areas together, you keep forgetting about all of the population to the East and West of the metro area.

I am pretty sure that you are going to do what you want anyway, since government has failed to listen to the voters the last 6 or 7 times that we have voted down light rail in Vancouver. It is not that it is not a good idea, it is that you are trying to put it in the wrong place!

We, the taxpayers, are willing to open our wallets for GOOD ideas, not bad ones.

Sincerely,



From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: RE: Monthly Email Update - Dec. '06
Date: Tuesday, February 13, 2007 3:15:20 PM
Attachments:

That's bs. I run trucks through this corridor and can tell you that if we put freight mobility as a major consideration I 5 would not be an option. Its too costly to run through the center of a major metro area.

[REDACTED]

Thank you very much for contacting the Columbia River Crossing project.

The idea of building a new bridge east or west of the existing bridges has been considered in several studies over the years. Most recently, it was considered during the I-5 Trade and Transportation Partnership study. Analyses showed that most trips in the I-5 corridor have origins or destinations that would be most efficiently served by travel in the I-5 corridor, and that even if a new bridge is constructed elsewhere, most trips would not divert to that new bridge. So, because a new bridge east or west of the existing bridges would not relieve traffic along I-5, and would involve significant costs and environmental impacts, prior studies have focused on finding a solution in the existing corridor.

Please contact the project again if you have additional questions or comments.

Sincerely,

[REDACTED]

[REDACTED]

To: [Columbia River Crossing;](#)
CC:
Subject: Re: Request to Clarify # of Lanes for Proposed New Bridge
Date: Tuesday, February 13, 2007 5:56:57 PM
Attachments:

[REDACTED]

Thanks for your email. I would like again formally request that the website describing the staff recommendations prominently state the plan for a 10 or 12 lane new bridge, at this crucial point when important decisions are being made.

Locations on the website where the 10-12 lane detail should be prominently displayed include:

--Staff Recommendation

http://www.columbiarivercrossing.org/materials/meetingMaterials/TaskForce_112906_Staff_recommendations.pdf

--Project Details

<http://www.columbiarivercrossing.org/about/whyThisProject.aspx>

To fail to include the 10-12 lane detail on these publically-available websites is to fail to adequately inform the community about the proposals that are under consideration.

Please contact me when this request has been acted on. I will also be regularly checking the websites, with the expectation that the 10-12 lane information will soon appear. If that does not occur, I will join with neighborhood organizations in Portland and Vancouver to lodge a public, formal complaint about how the Columbia River Crossing Project is conducting its work.

Most cordially,

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: I 5 bridge
Date: Tuesday, February 13, 2007 1:37:08 PM
Attachments:

Regardless of the options on the table, I would advocate for light rail and added bike accommodations/access.

[REDACTED]

Portland, OR. 97217

[REDACTED]

****Confidentiality Notice:** The information contained in this e-mail message including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient and received this communication in error, please contact the sender by reply e-mail and destroy all copies of the original message. Thank you.

[REDACTED]

Sent: Tuesday, February 13, 2007 11:33 PM

[REDACTED]

Dear [REDACTED]

I am a former Transportation Engineer Associate with the State of Iowa Department of Bridges and Structures.

If you want to replace the I-5 bridge, you might want to check out the following website:

<http://www.asbi-assoc.org/>

Previously, they listed costs of segmental concrete bridges.

Try not to inhibit planes from landing at PDX with a new bridge.

Note: there are enough bridges previously designed using a single span lift for the states of Washington and Oregon to pick one and use some of the design elements.

One of the problems with Washington and Oregon infrastructure is the lack of N-S and E-W options.

I-5 and I-84 are just about it.

I previously suggested in an interview with ODOT in Bend the construction of an interstate from Boise to the Coast.

Another from the Dalles to California would also be in order.

This would allow crops from Washington to head south more readily, bypassing the I-5 and I-84 corridors.

Oregon and Washington would further benefit from another N-S corridor west of I-5

Costs of all construction and maintenance could drastically be limited by the use of precast reactive power concrete components.

Please note that I was the first person in the world to design a structure with a paint that molecularly bonds to steel while at the state of Iowa. I was very privileged to have been handed the project.

Additionally, a metallurgical student at the University of Illinois at Chicago developed a 250 ksi stainless steel worked at ~25 ksi and annealed to 250 ksi.

Incorporating these two products into any design could be very beneficial.

Please pass this information onto your mayor. I would hate for the states of Oregon and Washington to waste money because someone did not do their homework.

Cheers,

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing](#);
CC:
Subject: RE: Bridge choices
Date: Wednesday, February 14, 2007 8:27:31 AM
Attachments:

thank you for a response.

Can you provide the current and future peak hour volume estimates the team is using and the year of those future projections? The ramp volumes would be appreciated also.

Currently near the north end of the bridge there already exists up to ten lanes in some sections including the weaving lanes. Are you implying the proposed configuration will not need to acquire right of way?

Part of the issue I see with the current layout north of the bridge is too many weaving lanes already. WASHDOT's propensity to expect drivers to change two lanes at freeway speed is curious at best (see recently reconstructed SR 500 west of I-205). South of the bridge the problem is the frequency of on ramps in a constrained distance. No amount of widening will solve this issue if the space between the on-ramps is not also increased unless the proposal is to add lanes at on-ramps and continue them for a very long distance.

Thank you.

[REDACTED]
Woodland, WA 98674

-----Original Message-----

From: Columbia River Crossing
[<mailto:feedback@columbiarivercrossing.org>]
Sent: Tuesday, February 13, 2007 2:59 PM
[REDACTED]
Cc: feedback@columbiarivercrossing.org
Subject: RE: Bridge choices

From:



To:

[Columbia River Crossing;](#)

CC:

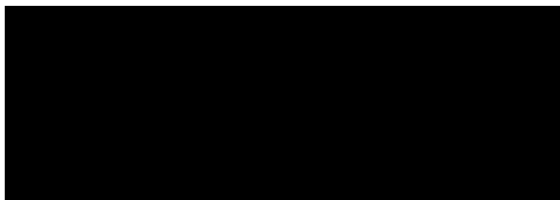
Subject:

Feedback from CRC Contact Page

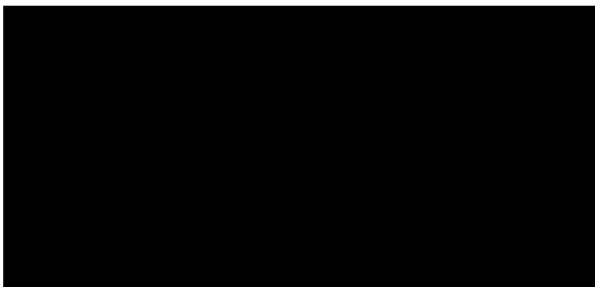
Date:

Wednesday, February 14, 2007 4:14:01 PM


Attachments:



Portland, Or 97211

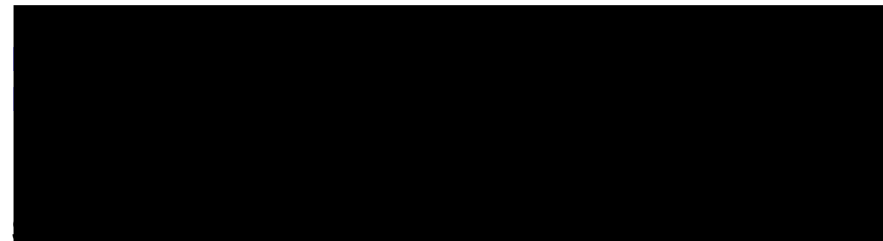


Comment: I agree with the folks at the Bridgeton meeting of Feb 7 that the bridge should be a landmark deserving of a well known architect who can design within the perimeters of what has been determined is necessary for both highway and boating traffic, safety and environmental concerns.

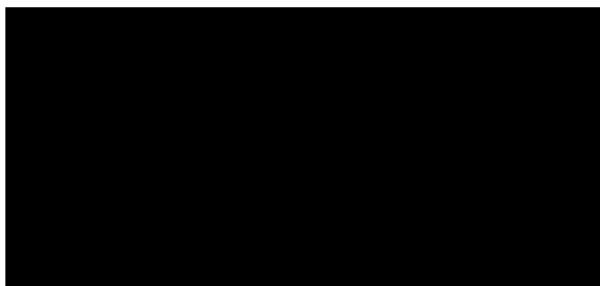
From: 
To: [Columbia River Crossing;](#)
CC:
Subject: I-5 Bridge
Date: Wednesday, February 14, 2007 2:30:53 PM
Attachments:

Thanks for the presentation at the Downtown Rotary today. Had to leave and wanted to ensure two areas were addressed and assume it was looked at long ago.

1. Is the Delta Park back up being expanded such that a new bridge doe not just provide a faster way to get to the traffic jam?
2. Since many creating the traffic issues are WA residents working in OR and paying OR income tax, is there any way that these income taxes generated by WA residents can be mandated to fund the transportation services (the bridge) that they actually use. All other services and decisions their taxes go to fund for OR result in taxation without representation; so if WA and OR could agree on the use of this tax money, then it is at least with WA representation.



Vancouver, WA 98660



From: [REDACTED]
To: [Columbia River Crossing](#);
CC:
Subject: Columbia River Crossing
Date: Wednesday, February 14, 2007 4:25:41 PM
Attachments: [image001.jpg](#)

I agree with all 12 comments on the comment form with the following personal comments:

Personal Comment #1

This decision needs to happen as quick as possible. We as a community have been talking about a new bridge for years. IT IS TIME TO TAKE ACTION!!!! We know we need a new bridge so lets JUST DO IT!!!

Personal Comment #2

I am concerned about the back up that WILL occur at Columbia, Lombard, Swan Island etc. Having traveled I-5 from SR500 to Downtown Portland(and reverse) for 3 years (just ending last June) I did NOT notice the traffic improving along this area of I-5. I understand some studies show that 75% of the traffic leaves I-5 in that section of the corridor and that they do not travel the full distance as I did. This may be true however I believe there are just as many cars getting on I-5 at these intersections as getting off. Thus not improving traffic flow which will result in a huge back up in Portland if we are going from 10 lanes to 4 or 6 lanes as it now sits.

Thank you for the opportunity to voice my opinion. Lori

[REDACTED]

Vancouver, WA 98660

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing](#);
CC: [REDACTED]
Subject: RE: Feedback from CRC Contact Page
Date: Wednesday, February 14, 2007 9:20:34 AM
Attachments:

[REDACTED]

It appears you missed the point of my message! I was not questioning the need for a replacement I5 bridge for traffic improvements to the I5 corridor. I was questioning which bridge to place a possible light rail addition on.

This "misunderstanding" only serves to heighten my concern that alternate possibilities for a light rail route is not being given adequate consideration. And given that, I predict any future vote on light rail would meet the same defeat as the last one. I do not support adding it to the new bridge just to help develop "downtown" Vancouver (as opposed to what is best for greater Vancouver) and many (most from my unscientific polling) people in my part of town feel the same way.

[REDACTED]

Columbia River Crossing <feedback@columbiarivercrossing.org> wrote:

[REDACTED]

Thank you very much for contacting the Columbia River Crossing project.

The idea of transportation improvements east or west of the existing bridges has been considered in several studies over the years. Most recently, it was considered during the I-5 Trade and Transportation Partnership study. Analyses showed that most trips in the I-5 corridor have origins or destinations that would be most efficiently served by

From: [REDACTED]
To: [Columbia River Crossing](#);
CC:
Subject: Columbia River Crossing - comments
Date: Thursday, February 15, 2007 10:37:32 PM
Attachments: [alamillo bridge -Calatrava.jpg](#)

TO: Columbia River Crossing Project



Portland, Oregon 97217

RE: COMMENTS

Thank you for consideration of neighborhood comments:

1. **Retain Neighborhood Character:** Bridgeton/North Harbour is a very special and scenic mixed use zone, with inspiring views and an wholesome neighborly exchanges among residents. We would like to retain the character of this area, with its water-oriented views, easy walks, dog-friendly areas, wetlands for the cranes, ducks and geese, and watercraft, bike paths, float homes, and recreational lifestyle.

2. **International Competition for Bridge Design:** The new bridge will be the entry and exit point of Oregon for all I-5 corridor traffic from Canada to Mexico. Its design is an opportunity to create a defining architectural landmark, consistent with the creativity and quality of a number of Portland downtown buildings. Presently, quality architecture ends to the North just about at Convention Center. Making the I-5 bridge a memorable entry to Oregon and Portland would do much to achieve some cohesiveness between this neglected zone of North Portland and the center of the city. The work of Santiago Calatrava has been referenced in our meetings. It is to be hoped that the vision for this bridge will not be stunted by short-sightedness or small thinking.

3. **Bridge Height:** The height of the bridge is irrelevant to me, if it is excellent contemporary visual design. Viewing a design such as Calatrava's would be breathtaking on each visitation. Looking down the Columbia River, one can think that this is the view, sans bridge, that Lewis & Clark had. The mighty Columbia, having found its way down from Canada, should be honored in this location by a truly stunning span that bespeaks its importance to history and current commerce.

"Higher Than Hooters" is something of a rallying cry for the Channel span, since "EAT NOW AT HOOTERS" has replaced the Waddell's sign and is almost the last view that drivers have of Oregon going North.

4. **Old Bridge:** Given the historic context and recognition of the existing bridge, utilization of some of its distinct features when disassembled would be attractive, to achieve a restaurant location or

other shopping/strolling structures akin to those on Granville Island, BC where a restaurant is located right under and adjacent to the bridge.

5. **Pedestrian/bike traffic:** Safe quiet passage would be nice.

6. **Local traffic to Island:** Would that a way could be found to facilitate local traffic to Hayden Island. As traffic now exists, we do not attempt to cross north after 3 pm to shop on weekdays for groceries, etc. The traffic volume and flow now is a barrier to use of the commercial sites on the Island during the week.

Frankly, it is a frequent pleasure for me to look out on the Columbia Channel, and on the main River beyond and see (or hear) all modes of transport simultaneously - the vehicle traffic on the bridge whizzing by, the tugs and boats on the water, the airplanes heading to PDX for landing, and the train going by on Washington side.

This new bridge is an opportunity to celebrate Portland, Oregon and transportation, commerce, and the facilitation of same....in practical engineering and architectural visual terms.

Yours sincerely,

A solid black rectangular box redacting the signature of the sender.

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: where do I go from here?
Date: Thursday, February 15, 2007 2:33:38 PM
Attachments:

My question about this long over due project is what is it doing, and going to to to my property value? Floating homes are a hard sell at best, mine being at the far end of A row and closest to the existing bridge on the west side. The info I've received is I'll be in the center of a long time construction project or eliminated. Try selling a home under those conditions.
It looks like a no-win situation for me.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Bridge
Date: Thursday, February 15, 2007 5:11:57 PM
Attachments:

Personally I am concerned about getting to the grocery store on Hayden Island.

Since the Bridge seems to be 99% Washington cars why are we paying for most of it? Hopefully you will toll the cars coming over from Washington. They NEED to have light rail since the cars bring 1 driver. They love in Washington to save on taxes yet we seem to be subsidizing them heavily.

Best choice: The I-5 bridge could just be for walkers and light rail. Let the commuters go to the 205 bridge.

Next best: If one is needed why not do a bridge way to the west, over the west end of Hayden Island, over the industrial area of North Portland.

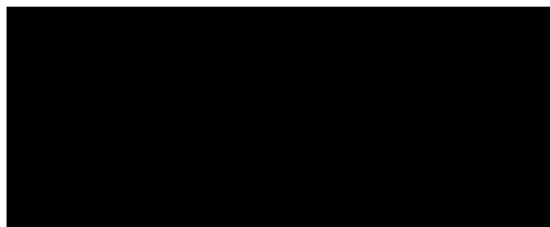
Where ever it goes I hope the bridge won't feel like the Fremont Bridge or the Marquam Bridge. They are aesthetically unpleasant. The suggestion of Santiago Calatrava sounds like a good idea for a lasting impression of a trip across the mighty Columbia River. The community under the I-5 bridge is **unlike** what is under any of the other bridges!
It is a vibrant community!

PS: Someone Needs to remind the trucks the speed limit for them is below 60! There are **no** postings from the Columbia River to downtown Portland on I-5 reminding truck traffic to SLOW DOWN....When traffic is light they **fly** up !-5!

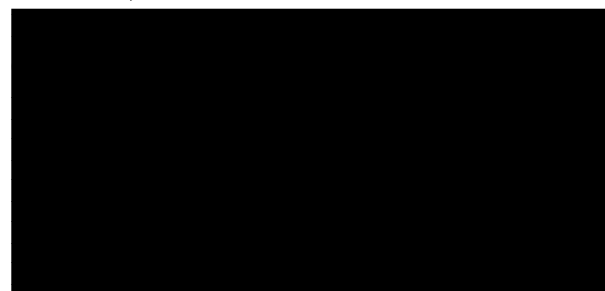
Thanks!

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Thursday, February 15, 2007 6:34:32 PM
Attachments:



Portland, OR 97239

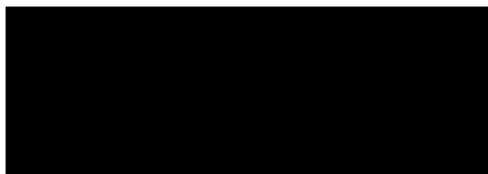


Comment: As a physician, I want to speak for the residents of NE Portland and urge you to not expand the automobile/diesel truck traffic on I-5 by increasing lanes. This would increase air pollution which causes asthma in our children. There are many many other options . Even doing nothing will be better than increasing traffic.

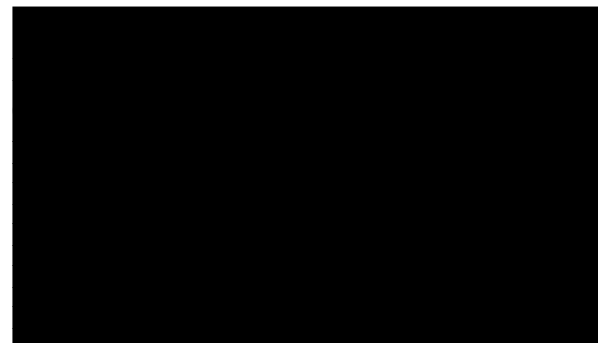
Thank you,



From: [REDACTED]
To: [Columbia River Crossing](#);
CC:
Subject: Feedback from CRC Contact Page
Date: Thursday, February 15, 2007 6:13:46 AM
Attachments:



Address 2: Vancouver WA 98664



Comment: I attended open house in Vancouver on 2/5/2007. Staff was helpful in answering questions. I received and reviewed a couple of publications (Value Performance, Critirion Performance, Component Findings).

I am supportive of a replacement bridge and am strongly supportive of making dedicated public transport a priority.

I commute into downtown Portland and currently take C-Tran express bus. I believe that a viable public transport option should be available to the community as a way of alleviating our environmental impact on the region. Additionally, I feel a viable public transport option will better integrate Clark County into the economy of the region and will stimulate and support economic growth for our community.

I do not believe that the BRT, LRT, and other transit options and trip time studies summaries I looked at included the assumptions upon which those were based. I was very interested to know what a trip from Vancouver to downtown Portland (or other locations on light rail line, e.g. Beaverton) would look like for Clark County residents starting from various locations in Vancouver or Clark County.

Number of transfers required and wait times between transfers must be considered. If an overall end-to-end trip is long, including transfer and wait time, I believe potential riders will choose to drive instead. I'm not sure if there is a difference between BRT and LRT on these parameters--but I'm guessing LRT provides for less transfers and less wait time.

Based on the materials I have reviewed, I believe LRT is the best option and am supportive of connecting Clark County to the rest of the metro region through LRT.

Thank you.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: *** Detected as Spam *** Columbia River Crossing Feedback
Date: Thursday, February 15, 2007 1:20:30 PM
Attachments:

Both of us have commuted from Vancouver to Portland and back several days a week for over twenty-five years.

We strongly agree with the proposal to replace the existing bridge, and we generally agree with the comments about the project on your comment form.

Also, we have tried to use mass transit over the years, and we are very supportive of efforts to enhance mass transit, ESPECIALLY adding the LIGHT RAIL into Vancouver. We think the Mayor of Vancouver's recent comments were right. We have been very frustrated with C-tran in recent years, and the premium charges they have put on using buses between Portland Vancouver. Both of us have switched in the last two years to using the Trimet Yellow line from Delta Park. We were extremely frustrated with C-Tran and the Vancouver city and Clark County government failing to realize that they should be, if anything, lowering costs for transit, not raising them. The current prices to use C-Tran are simply ridiculous, and someone should have realized that they were forcing people to cross the bridge, thereby adding more cars, so they could use the cheaper Trimet mass transit into Portland. Those of us who do use the Trimet yellow line do curse the short-sided voters of Clark County every day, morning and evening, as we wait to cross the I5 bridge. We could have light rail into Vancouver by now and at a much lower cost if only these voters had been smart enough to vote for it back in the Nineties. The pandering cowardliness of the Vancouver politicians who have since the failed vote opposed light rail also bothers us, so it was refreshing to see the Mayor finally support this.

Please keep us up to date on developments with this project.

[REDACTED]
1505 11th Street SE
Vancouver, WA 98663

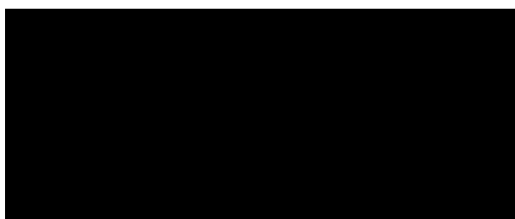
From: [REDACTED]
To: [Columbia River Crossing; Columbia River Crossing;](#)
CC:
Subject: Feedback
Date: Thursday, February 15, 2007 3:21:41 PM
Attachments:

I reviewed the information available and would support Alternative #3. I would love to be able to access the light rail to commute into portland.

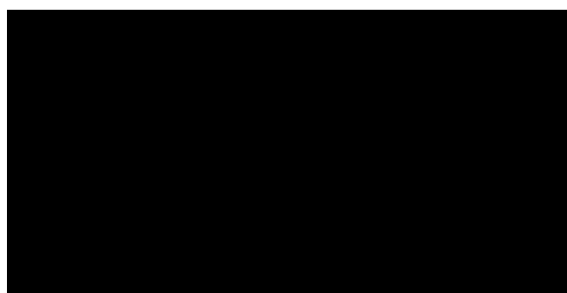
Regards,

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Friday, February 16, 2007 10:48:13 AM
Attachments:



Portland, OR 97212

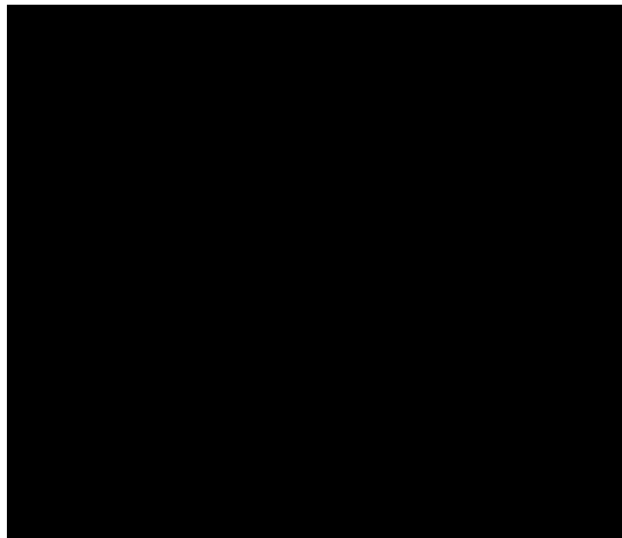


Comment: I am concerned that the historic nature of the Interstate Bridge (and particularly the northbound span) is not being considered in this process. The Interstate Bridge opened 80 years ago, this past Valentine's Day, as a vital link on the Pacific Highway, which later became US Highway 99 and Interstate 5, highways of regional and national significance. As a cultural and historic resource, the bridge represents the influence of early 20th century interstate transportation facilities, and this engineering achievement is emphasized by its listing on the National Register of Historic Places.

By recommending for further analysis in the DEIS only replacement bridge alternatives, the historic value and nature of the Interstate Bridge is being ignored. If only the staff-recommended river crossing alternatives are included in the DEIS, you have literally made the decision to destroy this important and valuable historic resource. What is the Oregon SHPO's response to this recommendation? What is the Washington SHPO's response to this recommendation? I am interested to know how these bodies view the loss of this National Register-listed historic resource. It would be wise to consider at least one SUPPLEMENTAL bridge alternative for further analysis in the DEIS, so that sufficient public awareness and a better valuation of the historic nature of the Interstate Bridge (which has been ignored so far) can take place. I look forward to your response to

these statements and questions.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Friday, February 16, 2007 11:53:42 AM
Attachments:



Comment: I agree wholeheartedly with Steve C. Morasch, author of the article in the Vancouver Business Journal titled "The Fast Lane- Can Buses Compete With Light Rail"? dated Feb. 16, 2007. In these financially challenging times, the Bus Rapid Transit system makes much more sense than light rail.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Saturday, February 17, 2007 1:56:36 AM
Attachments:

[REDACTED]

Portland, OR 97232

[REDACTED]

Comment: Congestion pricing in combination with a new 5-6 lane bridge facility should be considered as a separate alternative and include both the I-205 and I-5 bridges. Congestion pricing can work to minimize the need to increase capacity, but will be most effective if both bridges over the Columbia River in the Portland region are included. The I-84 in my neighborhood will be severely impacted if only the I-5 bridge is tolled, increasing externalities for my neighborhood through increased local air pollution, noise from additional traffic, and local spillover congestion for mid-length trips. Meanwhile, no congestion pricing at all will also result in greater regional traffic on the I-5 and I-205 freeways. Congestion pricing on both bridges in combination with the 5-6 lane new bridge option will be the environmentally superior option.

There are too many people commuting over the bridge on a daily basis. The billions of dollars required for this project to move forward subsidize a minority of individuals for their inefficient housing pattern, whereas those individuals should pay most, if not all, of the costs associated with their decision to locate so far from their place of business.

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: *** Detected as Spam *** Ideas
Date: Sunday, February 18, 2007 7:18:42 PM
Attachments:

Dear committee members,

The task before you is daunting so I'm not going to pretend I have the best solution but I at least want to cast a vote for an idea that was proposed by Mayor Royce Pollard. I believe the idea of a tunnel under the river coming up somewhere north of Mill Plain Blvd, or better yet, north of Fourth Plain Blvd. has merit. The chance to reconnect downtown Vancouver with the rich history of the Vancouver Barracks and Fort Vancouver would be exciting. That IS our history, after all.

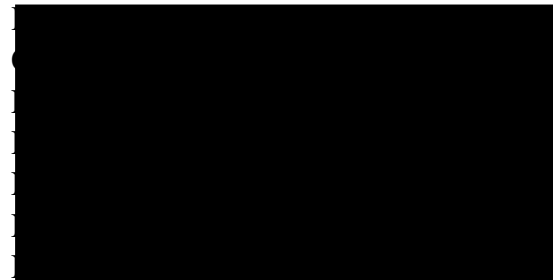
Being in construction I can only imagine the obstacles and the financing needed to making that happen but I think it would be worth it to the citizens of SW Washington. I'm sure your decision will not be an easy one nor will it ever win approval of the majority of people. I hope your decision will be quick but not hasty, prudent but not impractical. Thank you for taking the time to listen.

[REDACTED]

From: [REDACTED]
To: [Columbia River Crossing;](#)
CC:
Subject: Feedback from CRC Contact Page
Date: Monday, February 19, 2007 3:56:37 PM
Attachments:



Address 2:
Portland, OR 97215



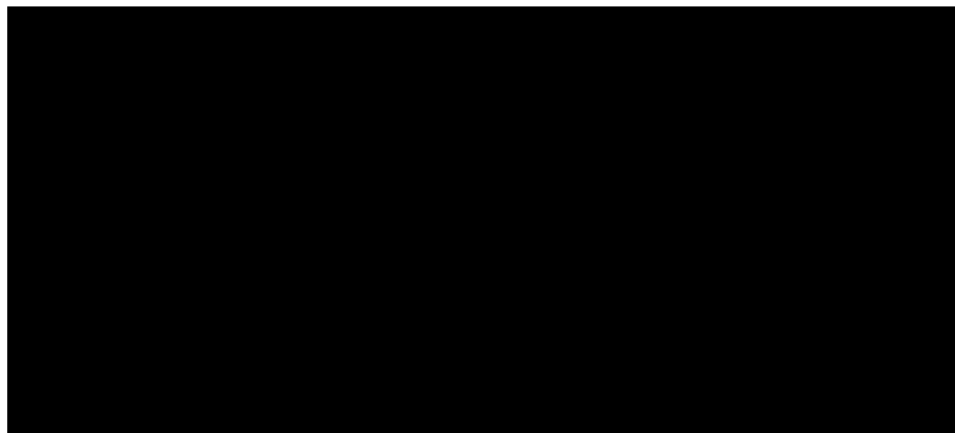
Comment: Transit seems like a footnote in the alternatives! Why suggest a BRT option that forces a transfer at Expo Center LRT? If the problem is really during the peak hours, how many commuters do you think will accept the inconvenience of a transfer? And an LRT extension only to downtown Vancouver? Why bother if it doesn't really serve the majority of Vancouver residents? I understand it costs money to operate these services, but that's not a very good excuse.

I really expected better options from a region that prides itself on good planning... this feels like the standard American solution - one that supports and even encourages sprawling land use and auto dependence.

From:

To:

CC:



Subject: Audubon Society of Portland Comments on Columbia River Crossing staff recommendation

Date: Monday, February 19, 2007 1:41:16 PM

Attachments: [2.19.07AudubonSocietyofPortlandCommentsCRC.doc](#)

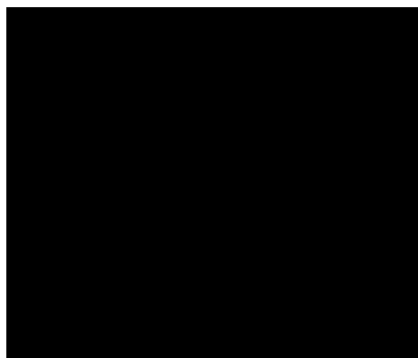
Dear CRC staff,

Please see Audubon Society of Portland's comments attached and via the weblink below relating to bridge and transit alternatives proposed for in-depth study in 2007.

<http://www.urbanfauna.org/files/2.19.07AudubonSocietyofPortlandCommentsCRC.doc>

Please forward these comments to the CRC task force for their February 27th meeting.

Thank you,



*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***



February 19, 2007

Hal Dengerink and Henry Hewitt
Co-Chairs
Columbia River Crossing Task Force
700 Washington St.
Vancouver, WA 98660

President

Peter Paquet

Vice President

Scott Lukens

Secretary

Jane Hartline

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Past President

Linda Craig

Nancy Jane Cushing

Martha Gannett

Peg Goldie

John Hammerstad

Jill Inskeep

Terry Kem

Kristina Gifford

Claire Puchy

Adrienne Wolf-Lockett

Board Member

Emeritus

Dave Marshall

Dear Mr. Dengerink and Mr. Hewitt,

We are writing to comment on the Columbia River Crossing (CRC) staff recommendation to be considered by the CRC task force on February 27th.

We have general concerns regarding the staff recommendation and the lack of a wider range of alternatives to be included in the Draft Environmental Impact Statement (DEIS) analysis. Specifically we are concerned that the staff recommendation is not considering options- such as adding a multi-modal arterial bridge- that could potentially address transportation needs more cost-effectively and result in less cumulative impact to the region's air and water quality, fish and wildlife habitat, and overall watershed and community health.

It is clear that any solution involving a new bridge or retrofitting the existing bridges will have direct environmental impacts associated with stormwater run-off and fish habitat in the immediate Columbia River channel.¹ However these impacts must be kept in perspective. Adding new freeway lanes to Interstate 5 will also have cumulative environmental impacts to the surrounding neighborhoods and region. These landscape-scale impacts to natural resources and environmental quality are likely to be of far greater magnitude than those posed by the actual construction or retrofitting of bridges.

Research and experience indicate that type and number of transportation options available in a metropolitan region help shape where and how development is likely to occur. Therefore investments in transportation infrastructure also exert direct and indirect impacts on regional water resources and biodiversity. Where there are few transportation alternatives to single occupant vehicles, evidence suggests there is little compulsion to depart from conventional, low-density development that has higher impacts on local and regional ecosystems as well as public health.²

We are concerned that a new 10 or 12-lane freeway bridge could encourage more low-density real estate development in Clark County's urbanizing watersheds while providing only temporary relief from traffic congestion. This would very likely result in greater environmental impact from the increased urban stormwater run-off and habitat loss and fragmentation than solutions less focused on freeway expansion. Air

¹ November 21, 2006 CRC Memoranda, *Considerations of Replacing Versus Reusing the Existing Interstate 5 Bridges*, pg. 1-13; Impacts to state and federally listed peregrine falcons that have nested on the existing I-5 bridges since 2001 must also be addressed in selecting and designing final options.

² Protecting Water Resources with High Density Development. 2006. EPA publication 231-R-06-001. pg. 38; Protecting Water Resources with Smart Growth. 2004. EPA publication 231-R-04-002. pg. 116; Endangered By Sprawl: How Runaway Development Threatens America's Wildlife, 2005 by Reid Ewing and John Kostyack with Don Chen, Bruce Stein, and Michelle Ernst, National Wildlife Federation, NatureServe and Smart Growth America, pg. 68.

quality in North Portland and future development on West Hayden Island- a regionally identified Habitat of Concern- could also be negatively impacted by additional freeway lanes. We question whether these types of cumulative environmental and community impacts will be adequately assessed and ultimately avoided or minimized if there is not an option in the EIS that envisions a significantly different land-use and transportation strategy for meeting the existing or a revised CRC purpose and need.

Deleted: ¶

It is our impression that the existing CRC purpose and need may preclude incorporating alternatives in the DEIS that could have significantly lower environmental impact than the proposed freeway bridge options. Hence we support revising the purpose and need statement and associated criteria- as necessary- to include a slightly wider scope of options in the DEIS.

The CRC presents a unique and unparalleled opportunity to positively impact the way the region grows and addresses critical environmental challenges. Thank you for considering our comments.

Sincerely,



Bob Sallinger
Urban Conservation
Director



Jim Labbe
Urban Conservationist

CC: Metro Council, Portland City Council, Meryl Redisch, Executive
Director Audubon Society of Portland

From: [REDACTED]
To: [Columbia River Crossing](#)
CC:
Subject: future project plans - I5 at the Columbia river crossing
Date: Monday, February 19, 2007 8:48:29 AM
Attachments:

I wasn't able to attend any of the meetings to provide input so this email is to express my opinion on the 3 alternatives. I whole-hearted support Alternative 3 - this is my preference to bring light rail/MAX into Vancouver. I would support alternative 2 if for some reason alternative 3 wasn't feasible. I hope you do not choose alternative 1. we need better commuting options for all of us that enjoy living in Vancouver but work in Oregon. I pay plenty of Oregon taxes and hope that the funding for this project will be supported with alternative 3.

(I currently commute to Portland by ctran and MAX to my job at Lloyd District. More people would use public transportation if better options were available.)

Thank you for allowing input.

[REDACTED]
Vancouver resident in the Fisher's Landing Area

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Vancouver, Washington

Committee for the
Interstate I-5 Bridge Construction:

February 15, 2007

Proposal: Design of a new bridge to span the Columbia River between Vancouver, Washington and Portland Oregon.

The proposal presented in general design is to build the bridge with simplicity to expedite the flow of traffic with the volume of daily useage and the absolute minimum of maintainance.

Suggestion of procedute of construction:

First: build the North bound bridge along side of the old bridge with all acces roads connected then open it up for the flow of North Bound Traffic, Then tare down the old bridge section that carries the traffic North, then build the South Traffic bridge in its place leaveing the south bound traffic intact untill this second span is completed and opened to traffic:

When completed tare down the old west span of the old bridge then build the span that will carry light rail system into Vancouver from Jantzen Beach in Oregon and beside that along with the construction build a padestrian crossover which can accomodate small maintainance vehicles to add maintain and repair the light rail crossing without being in the general lane traffic of the south bound lane;

This design can be built with the minimum of land and private property aquisition to build the bridge and road approaches.

At both ends of the bridge and both lanes most all of the approaches and exit lanes from other roads would attach without very little tareing up and re-configuring them.

In surveying for the new bridge just south of Mill Plain overpass the present I-5 turns West and go under the B N Railroad crossing to the approaches to the present I-5 Bridge, The new Bridge would on the Eastside straighten this out;

Note: The Interstate I-5 bridge across the Columbia River is an intergral part of the national freeway system on the west coast as other freeways across the United States are to other cities and towns, The simpler the progect and minimal maintainace cost is greatly beneficial to the overall project.

Respetfully submitted for the committee's consideration.

Proposed by [redacted]

Washington

NEW BRIDGE

old bridge

old bridge

Oregon

TO Mill Plain Etc

4200W

2 off ANDOM Lanes

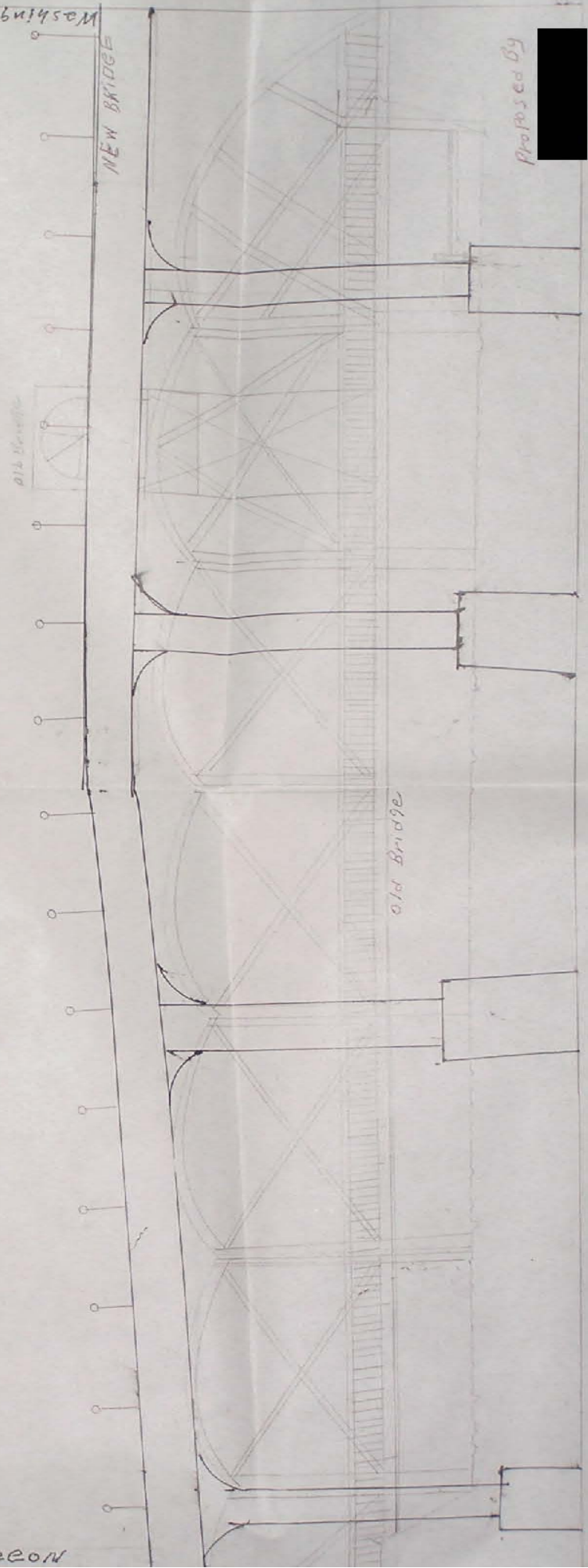
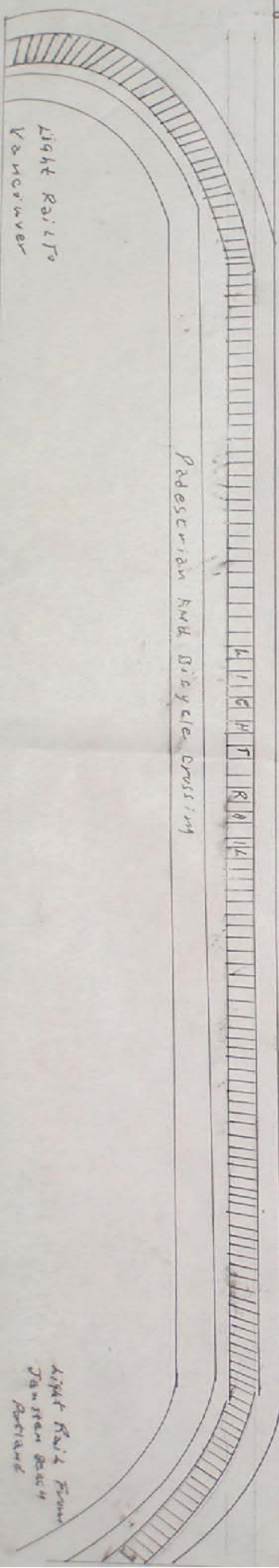
← 5 Lanes ← SEASIDE
← 3 INSIDE Lanes ← THRUWAY THRUWAY
← 2 OFF ANDOM Lanes ←

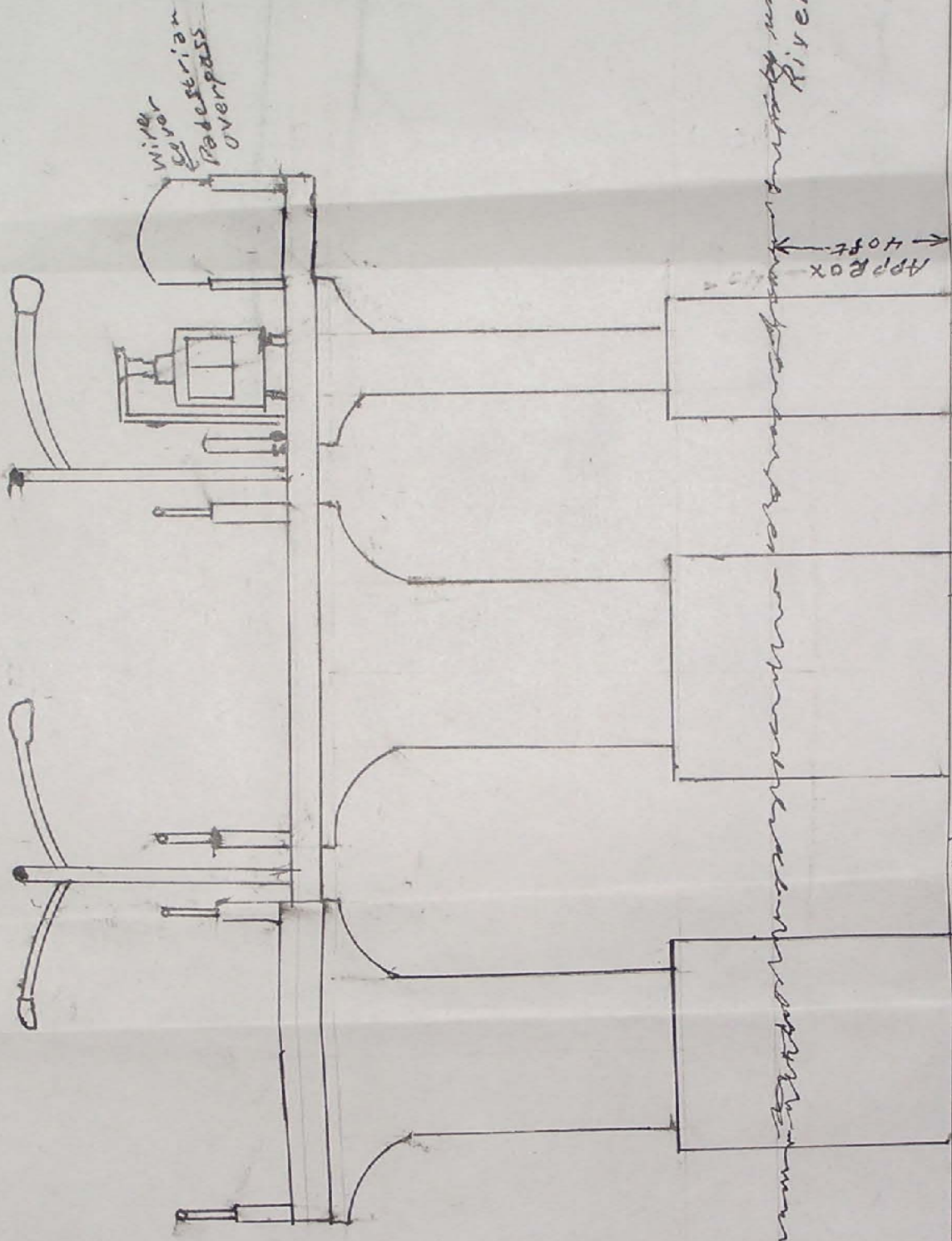
5 Lanes → 3 INSIDE Lanes STRAIGHT THROUGH →
South → 2 OFF ANDOM Lanes →

Pedestrian and Bicycle Crossing

Light Rail to Vancouver

Light Rail from Vancouver





Proposed By

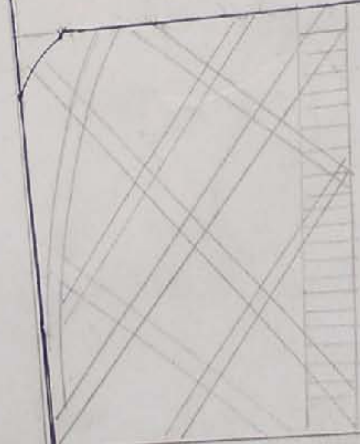
Proposed By

Messington

Present ES Approach
TO Old Bridge

SR-14

BN Rd/road



Handwritten notes or a signature, possibly reading 'Messington' or similar, written vertically in cursive.