

July 28, 2008

**To:** I-5 CRC Local Sponsor Agencies: City of Vancouver, City of Portland, C-TRAN, TriMet, SW Washington Regional Transportation Council, and Metro

**From:** Doug Ficco, CRC Project Director  
John Osborn, CRC Project Director

**Subject:** Comment Report for the Draft EIS Public and Agency Comment Period; May 2 to July 1, 2008

### Introduction

This memo provides an overview and summary of comments received from the public, agencies, organizations, jurisdictions, and tribal governments on the CRC Draft EIS during the 60-day comment period that followed the publication of the Draft EIS (May 2, 2008 – July 1, 2008), including all mailed comments post-marked by July 1 at midnight. This summary is intended to facilitate local sponsor agency understanding of the breadth of questions, suggestions, critique, and support received from the public during this comment period, not to exhaustively list all feedback received. Instead, all public comments have been supplied to these agencies in a separate file, and will be addressed in the Final EIS that is scheduled for release in the second half of 2009.

The comments are of five main types:

1. Emails sent to the project Web site
2. Letters mailed, faxed or sent electronically to the CRC office
3. Comment forms (submitted electronically or in hard copy format)
4. Verbal comments made at the Open Houses/Public Hearings
5. Form letters

The comments summarized in this memo are the result of a variety of outreach activities that occurred from May 2 to July 1, 2008, including:

- Two public open houses and four informal question and answer sessions
- Agency coordination
- Presentations and discussions with neighborhood, civic, and business associations and governmental entities
- Booths at community open houses and events

The following project communications and information also generated comments. Project communications and information available from May 2 to July 1, 2008 included:

- The CRC project Web site
- Email news (May 7, May 9, May 27, June 5, June 19, June 30)
- Fact sheets, including new or updated fact sheets on:
  - Highway and Interchanges
  - Property Purchases and Easements
  - Transit Park-and-Rides
  - Transit Choices
  - Cost Estimates
  - Columbia River Crossing Project
  - Environmental Justice
  - Tolling
  - Pedestrian and Bicycle Improvements
  - Project Background
  - Project Safety
  - What is NEPA
  - Public Involvement
  - Project Schedule (updated)
  - Draft Environmental Impact Statement Guide (new)
  - Draft Environmental Impact Statement Table of Contents (new)
  - Mitigation Planning (new)
  - CRC and Climate Change (new)
- Postcard distributed to all mailboxes in the project area (approximately 57,000) and on the project mailing list to announce the Draft EIS comment period and public hearing dates
- News releases: May 19 and May 27 news releases on the Draft EIS public hearings and May and June community calendar announcements for the Draft EIS question and answer sessions. Two additional releases were sent on June 17 and June 25, respectively, to announce the final Task Force meeting and their recommendation for a Locally Preferred Alternative.
- Display ads in newspapers for the Draft EIS release and the Open House and Public Hearing events

For more information regarding the public notice provided for the Draft EIS comment period and public hearings/open houses, please see Appendix A. Additionally, the project's database has grown to 3,511 email addresses and 11,367 postal mailing addresses (as of June 27, 2008).

Appendix B includes a comprehensive list of the CRC related public meetings and events that occurred between May 2 and July 1, 2008, as well as an estimate of the number of people engaged through these meetings and events.

A summary of the comments received during the comment period is located towards the end of this report. Two public comments, one organization comment, and one agency comment were generated the day after the close of the comment period – these comments are summarized in Appendix C of this report but are not included in this report's tables and figures.

### Notes on Comment Sources

The CRC project is developing comment reports for public and agency review to provide an overview of the types and amount of comments received. It is very important to note that example comments should not be interpreted as a representative survey of public opinion. These are the comments of self selected people who chose to submit comments. They are not a random sample. More information on comment-gathering and comment summarization is included in Appendix D.

#### *Public Outreach*

During this period, public outreach focused on:

- *Draft EIS distribution and notification:* The document was distributed to over 500 recipients, including community locations where the general public could access the full document. Emphasis was placed on encouraging public comment on the document.
- *Open houses/public hearings:* The project hosted two open houses/public hearings (May 28 in Vancouver and May 29 in Portland) to share information and gather public comment. This allowed the public time to review the Draft DEIS prior to the events or time to review it after attending, and still provide comments by the end of the 60-day comment period, July 1, 2008.
- *Informal question and answer sessions:* Four smaller public meetings were held to share project information and provide an opportunity for the public to ask questions: May 15 (Jantzen Beach SuperCenter, Portland), June 7 (Firstenberg Community Center, Vancouver), June 14 (Main Library, Beaverton), and June 19 (Clark Public Utilities, Vancouver).
- *Agency presentations:* Project staff continued to attend local board and council meetings to share information and address questions in a public setting.
- *Community outreach:* Presentations were given to community, business, and neighborhood groups. Project information was also shared at fairs and festivals, transit stations in Clark County, and open houses for other regional transportation projects.

### Comment Trends

Consistent with the project outreach focus on the Draft DEIS, comments received during the comment period reflected a greater focus on project alternatives and components than during

previous comment reporting periods. A great number of comments were received on River Crossing Options (1517 comments on Replacement and Supplemental Bridge), High Capacity Transit Modes (1397 comments on Bus Rapid Transit and Light Rail), Transit Termini (1909) and Tolling (426). Other comment types mentioned frequently included general comments on Traffic and Congestion (945), Transit (718 comments in addition to specific comments on Bus Rapid Transit, Light Rail, Transit Alignments and Termini), Project Cost (517), Process (549), and Land Use and Economics (619). Traffic and Congestion and Land Use and Economics comments were often in reference to how River Crossing Options and, to a lesser degree, Transit Modes, would affect the region.

## Who Commented and How Were Their Comments Submitted?

### How Were Comments Submitted?

Exhibit 1 describes the methods by which public comments were submitted during this period, along with the number of times comments were submitted by method. It is important to note that each comment submittal may include multiple comment topics. For example, a single letter (a comment submittal method) may refer to tolling, high capacity transit, interchanges, and neighborhoods. This submittal counts as one letter and four separate comment topics.

A process was established to identify the number of individual commenters. Individuals who submitted multiple comments through one or more comment delivery types were considered to be a single commenter. Because anonymous comments were accepted, and there were some inconsistencies in how people signed their names, the number of unique, individual commenters referenced in this report may be higher than actual. Based on review, it was determined that 40 commenters submitted more than one comment, reducing the total number of commenters to 1587.

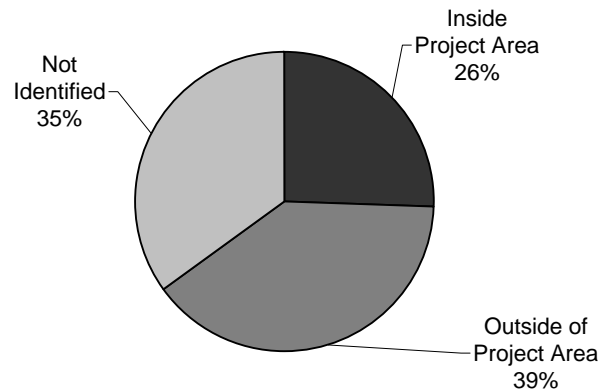
### EXHIBIT 1

<b>Comment Delivery Types</b>	<b>Number Received</b>
Emails sent to project via website	379
Letters mailed, faxed or sent electronically to the CRC office	324
Comment forms (Web and printed)	631
Form Letters	171
Verbal Comments at open houses/public hearings	122
<b>Total Comments Received by Delivery Type</b>	<b>1627</b>

## Demographics of Commenters

Zip codes were used to determine whether a commenter is likely to live within the project area (SR 500 to Columbia Boulevard) or outside of the project area. Zip codes considered within the project area include 98660, 98661, and 98663 on the Washington side and 97217 on the Oregon side. Because these four zip code boundaries are partially inside and partially outside the project area, it is likely that this analysis over represents the number of commenters who actually reside in the project area. Exhibit 2 shows the percentage residential location of commenters.

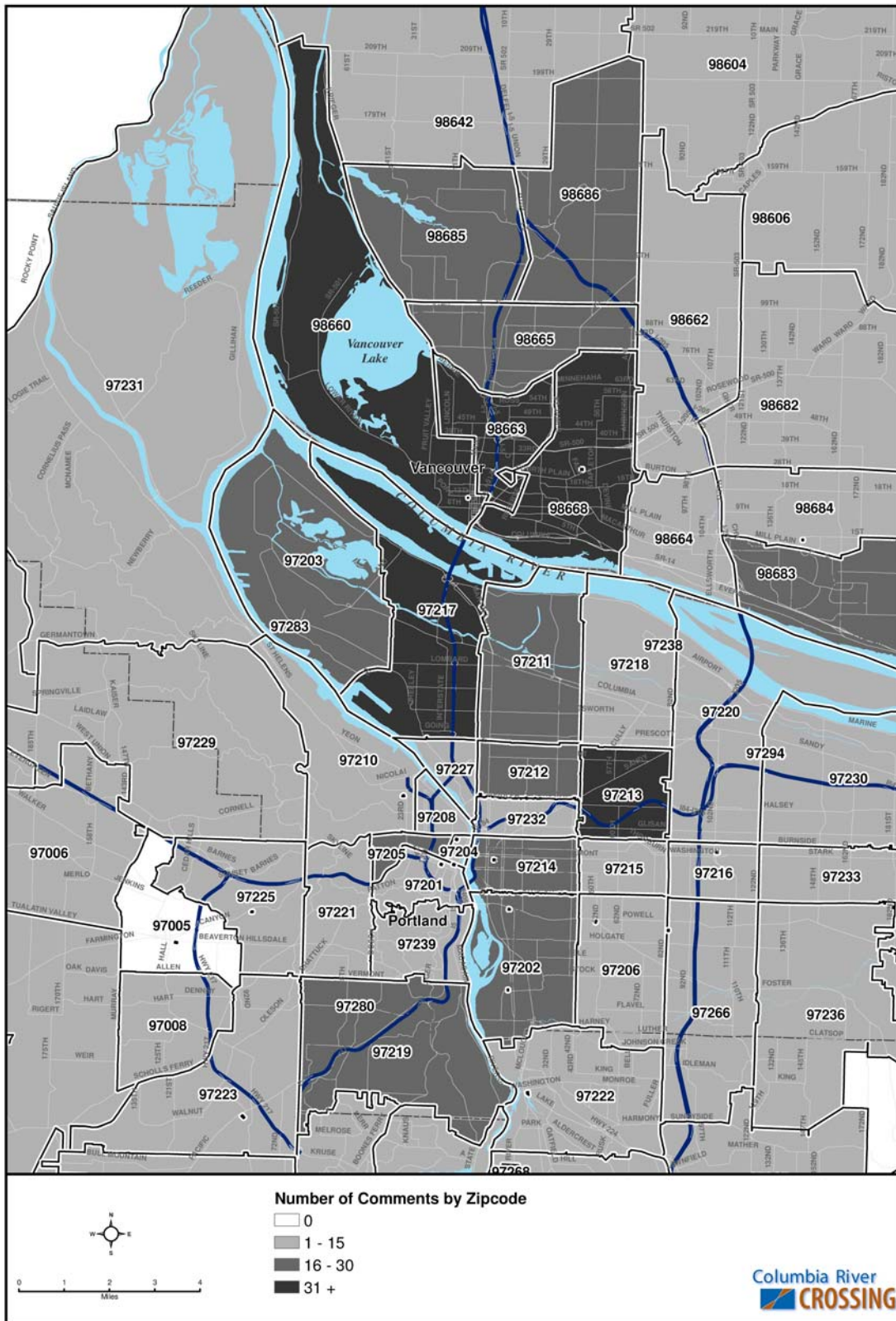
EXHIBIT 2: RESIDENTIAL LOCATIONS OF COMMENTERS\*  
(SAMPLE SIZE = 1587)



\* Inside the project area include those that listed their zip code as one of the following: 98660, 98661, 98663, and 97217. The "not identified" category includes those who did not provide a zip code.

Exhibit 3 (on following page) illustrates the approximate number of commenters from each zip code. Though the total number of commenters outside of the project area is greater than those inside the project area, zip codes inside the project area tend to have a greater concentration of commenters.

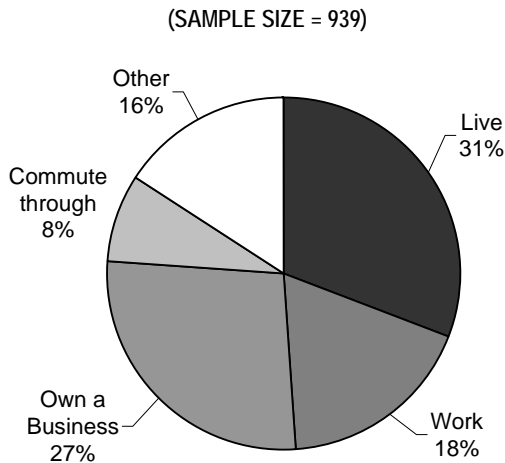
EXHIBIT 3: NUMBER OF COMMENTS BY ZIP CODE



Analysis by C. Hainey; Analysis Date: July 2008; Plot Date: July 3, 2008; File Name: CommentsByZipcode8x11.mxd



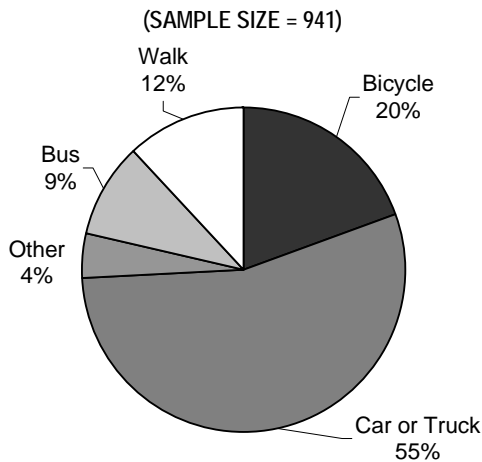
EXHIBIT 4: COMMENTER RELATIONSHIPS TO THE PROJECT AREA



Comment forms solicited information on relationships to the project area, with instructions to check all options that applied. Of the comment forms received, 88 percent (558 out of 631) of commenters indicated they were represented by one or more of the relevant categories. Many commenters checked multiple options, resulting in a total number of 939 “relationships” to the project area (see Exhibit 4).

Comment forms also solicited information on how commenters travel in the project area. Commenters were directed to indicate all modes that applied. Of the comment forms received, 91 percent (576 out of 631) of commenters indicated they fell into one or more of the following relevant categories, for a total of 941 “modes” reported (see Exhibit 5).

EXHIBIT 5: COMMENTER MODE OF TRANSPORTATION IN THE PROJECT AREA



## Summary of Feedback

Comments have been organized in two ways: “preference” comments are categories of comments tracked based on whether the commenter made a positive, negative or neutral statement. In general, “preference” comments relate to the choices of a river crossing, transit mode, transit terminus, and tolling. For example, all comments about a “Replacement Bridge” are considered a preference comment, and all such comments are labeled “Replacement Bridge Favorable,” “Replacement Bridge Unfavorable” or “Replacement Bridge Other,” depending on whether the commenter wanted, did not want, or had mixed feelings about, the construction of a

Replacement Bridge. The remaining comment categories (“non-preference”) were tracked by the total number of times each was mentioned, regardless of whether it was mentioned favorably or unfavorably.

### Preference Comments

The following section summarizes comments where preferences were tracked. When comments were received in these categories, they were analyzed to determine if they were generally “favorable” to (in support), “unfavorable” (in opposition) or neutral. In an attempt to be as accurate as possible in portraying public preferences, a good faith effort was made to eliminate duplicate support or opposition from a single individual from totals and percentages presented in

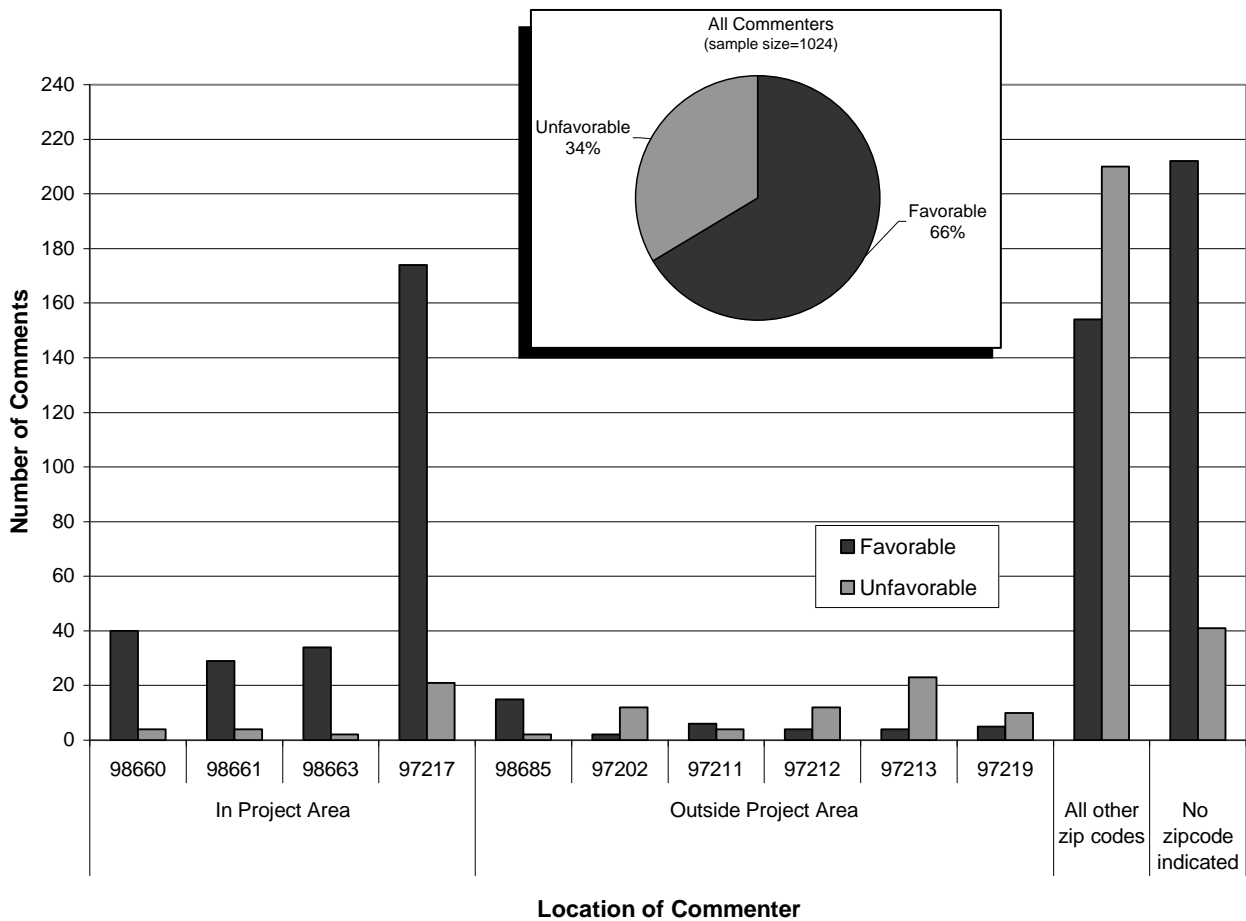


the following charts and graphs. Commenters were not asked to compare or decide between components, and were able to report support or opposition to all or some of the categories below.

*Replacement Bridge*

1024 commenters made statements in support (679) or opposition (345) to a Replacement Bridge. Zip codes were available for 771 of those expressing a preference. As illustrated in Exhibit 6, commenters both inside and outside of the project area showed significant support for the Replacement Bridge, with the exception of four Portland zip codes that fall outside of the project area; 97202, 97212, 97213, and 97219. Additionally, the sum of “all other zip codes” (i.e., zip codes with less than 20 commenters) shows more opposition than support to the Replacement Bridge. Commenters for whom zip code information was unavailable (labeled “other” in Exhibit 6) also favored a Replacement Bridge. It’s important to note that commenters could indicate support or opposition of both bridge options, and were not forced to choose between them. A summary of comments regarding the Replacement Bridge, and all other preference and non-preference categories, is located towards the end of this report..

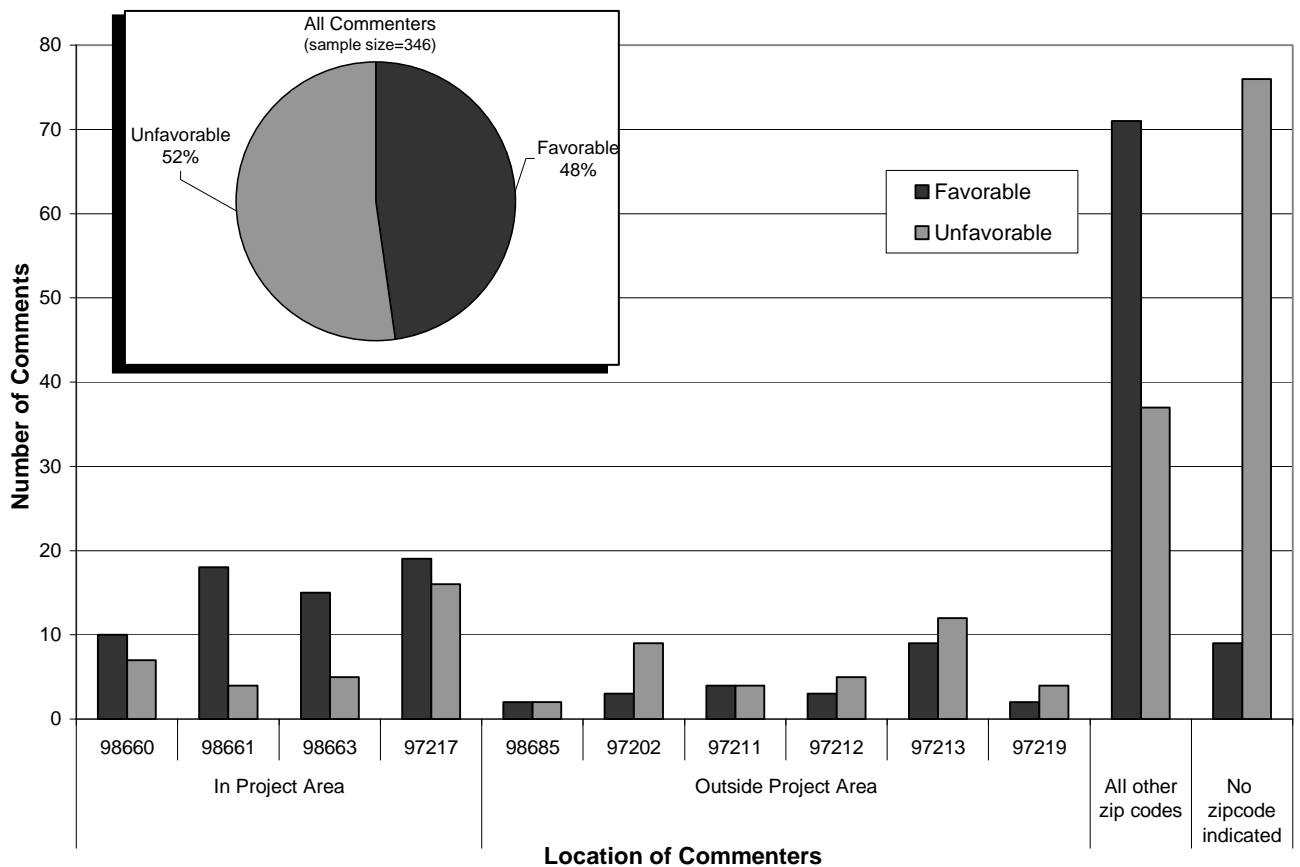
EXHIBIT 6: REPLACEMENT BRIDGE PREFERENCE BY ZIP CODE



*Supplemental Bridge*

346 commenters made statements in support (165) or opposition (181) to a Supplemental Bridge. Zip codes were available for 261 of those expressing a preference. Exhibit 7 illustrates that overall, the Supplemental Bridge received more support than opposition within the project area, but by a smaller margin than the Replacement Bridge. Alternatively, the Supplemental Bridge received more opposition than support outside of the project area. Again, it is important to note that commenters could support or oppose more than one option. Therefore, support for a Supplemental Bridge did not necessarily indicate opposition to a Replacement Bridge.

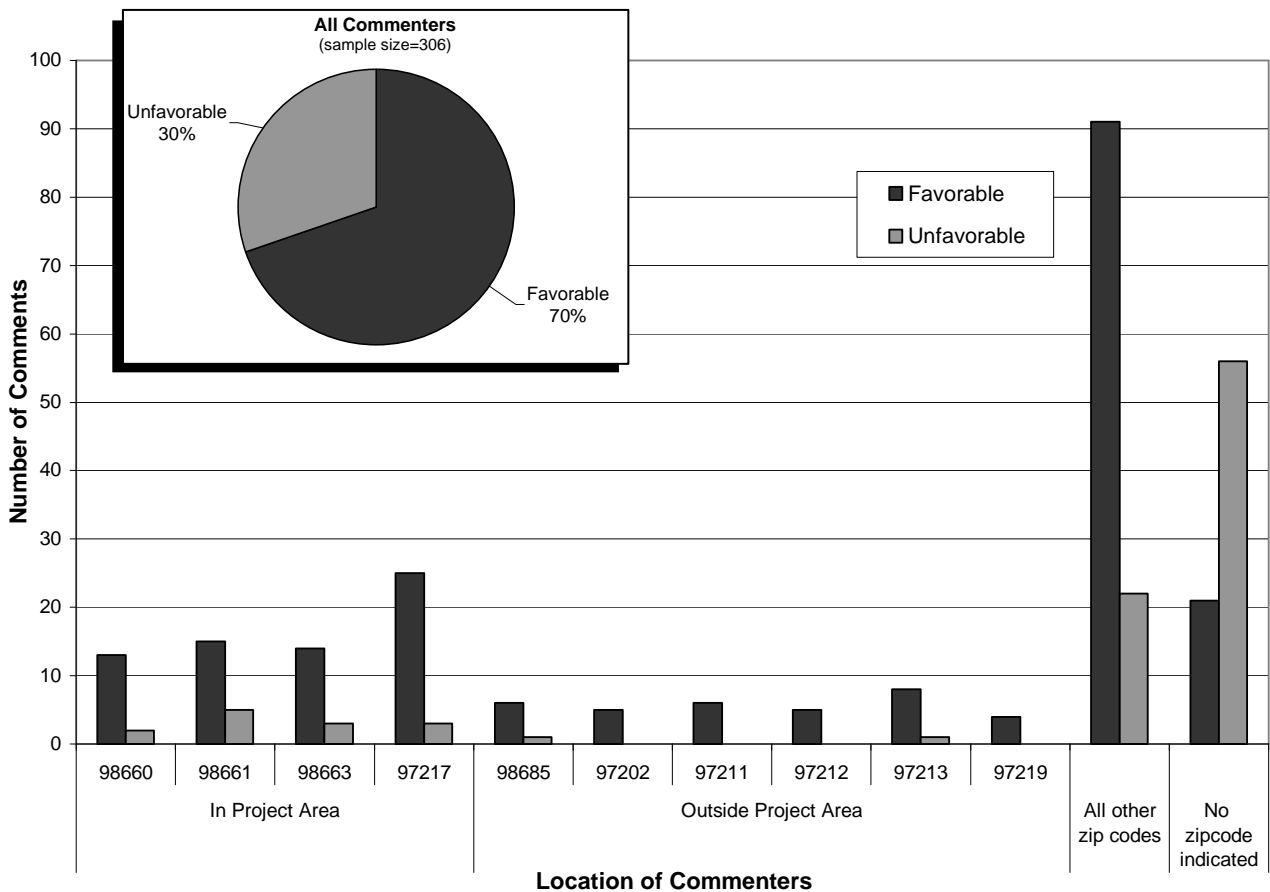
EXHIBIT 7: SUPPLEMENTAL BRIDGE PREFERENCE BY ZIP CODE



*Bus Rapid Transit*

306 of the commenters made statements in support (213) or opposition (93) to bus rapid transit. Zip codes were available for 229 of those expressing a preference. As illustrated in Exhibit 8, commenters both inside and outside of the project area show support for bus rapid transit. The only exception is for the “other” category (i.e., those that did not provide a zip code), which shows greater opposition to BRT than support. Commenters could indicate all of the transit options that they would support and oppose, and therefore, preferences related to bus rapid transit do not indicate preferences related to light rail.

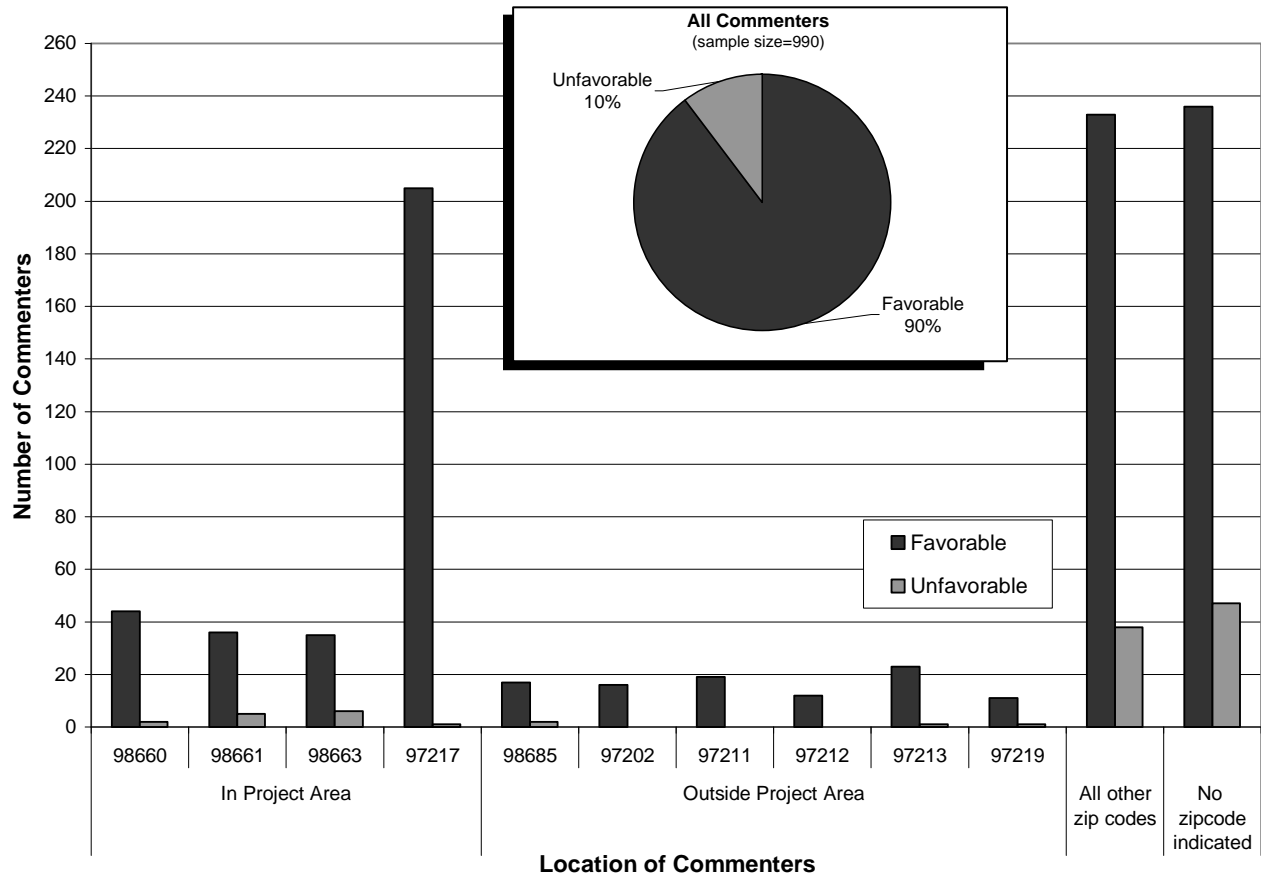
EXHIBIT 8: BUS RAPID TRANSIT PREFERENCE BY ZIP CODE



*Light Rail*

990 commenters made statements in support (887) or opposition (103) to light rail. Information on where people live was available for 707 of those expressing a preference. There is significant support for light rail from commenters both inside and outside of the project area (see Exhibit 9).

EXHIBIT 9: LIGHT RAIL PREFERENCE BY ZIP CODE



*Transit Termini*

The Draft EIS and the CRC project comment form included four transit terminus options: Lincoln Terminus, Kiggins Bowl Terminus, Clark College Minimum Operable Segment (MOS) Terminus, and Mill Plain MOS Terminus. Commenters could indicate all of the terminus options they would support or oppose. 465 commenters indicated support or opposition to one or more transit termini, with most commenters indicating their termini preferences by checking boxes on the comment form (few of those indicating a termini preference provided a reason for their support or opposition). The number of comments in support or opposition by terminus are presented in Exhibit 10:

EXHIBIT 10: NUMBER OF PREFERENCE COMMENTS BY TERMINUS

	<b>Support</b>	<b>Oppose</b>
Lincoln Terminus	282	86
Kiggins Bowl Terminus	268	82
Clark College MOS Terminus	327	65
Mill Plain MOS Terminus	292	74
<b>Total Transit Termini Comments</b>	<b>1169</b>	<b>307</b>

A majority of commenters both within and outside of the project area supported all termini options, with the Clark College MOS receiving the most support of all commenters (83%) and the Lincoln Terminus receiving the most opposition (86 statements of opposition, nearly half of which came from inside the project area). It is important to note that many commenters expressed the same opinion regarding all termini (for or against), suggesting that, for many commenters, termini preference is less defined than other project components.

EXHIBIT 11: LINCOLN TERMINUS PREFERENCE BY ZIP CODE

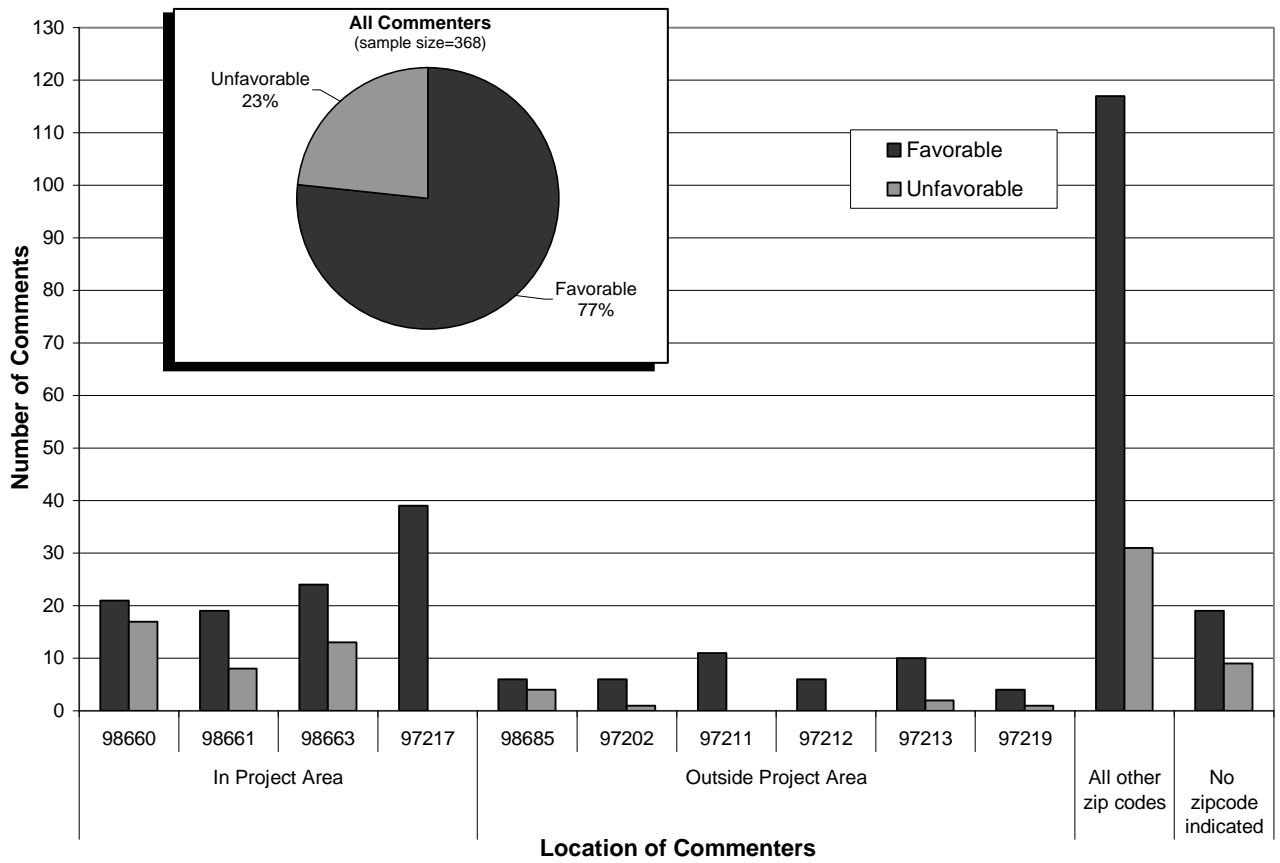


EXHIBIT 12: KIGGINS BOWL TERMINUS PREFERENCE BY ZIP CODE

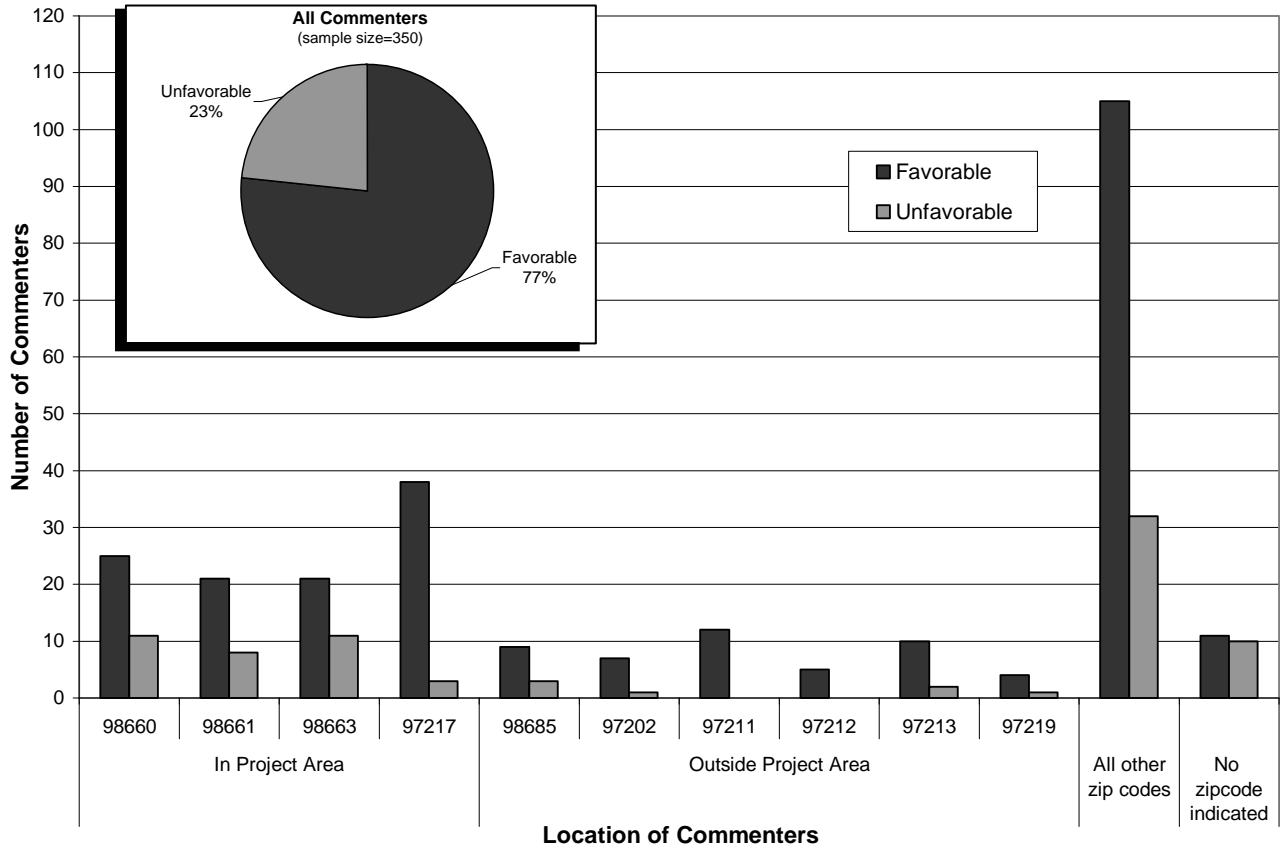


EXHIBIT 13: CLARK COLLEGE MOS PREFERENCE BY ZIP CODE

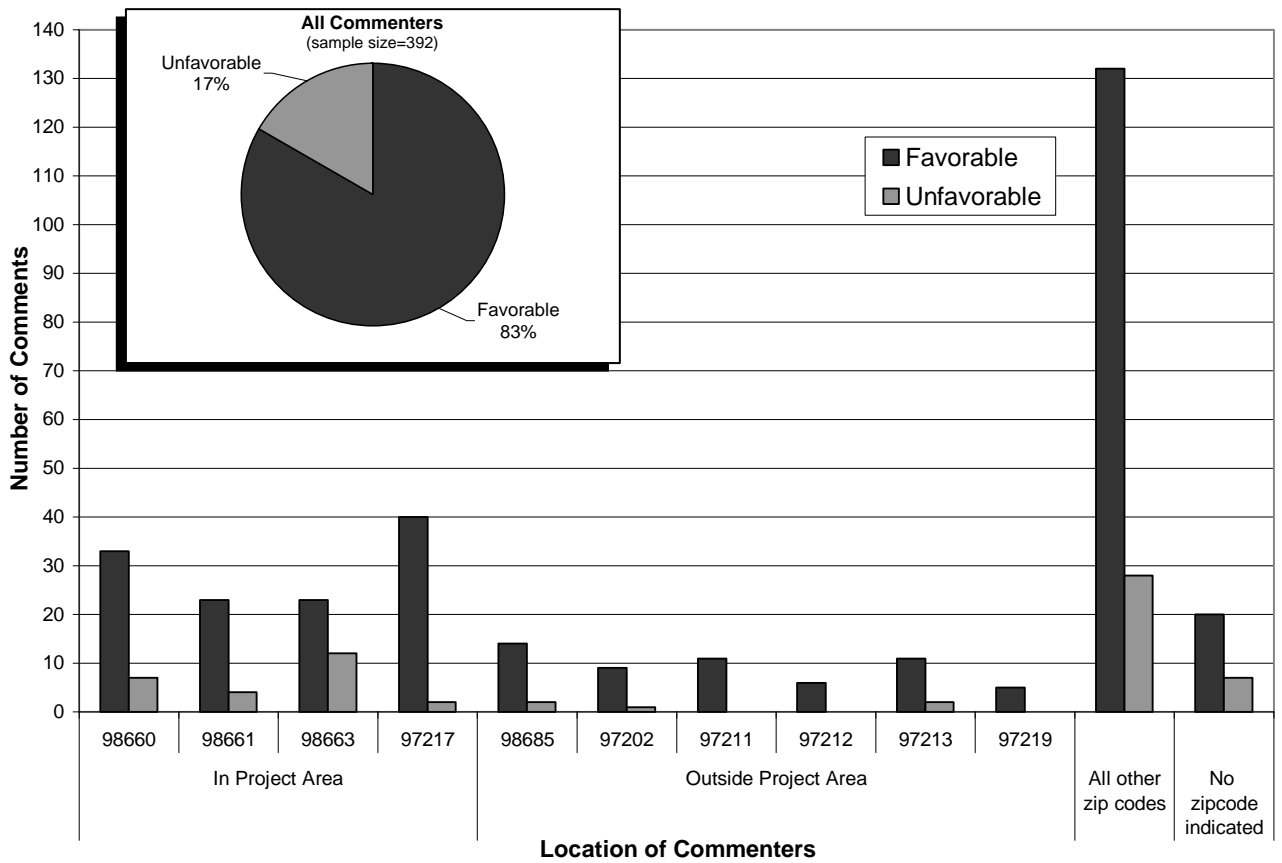
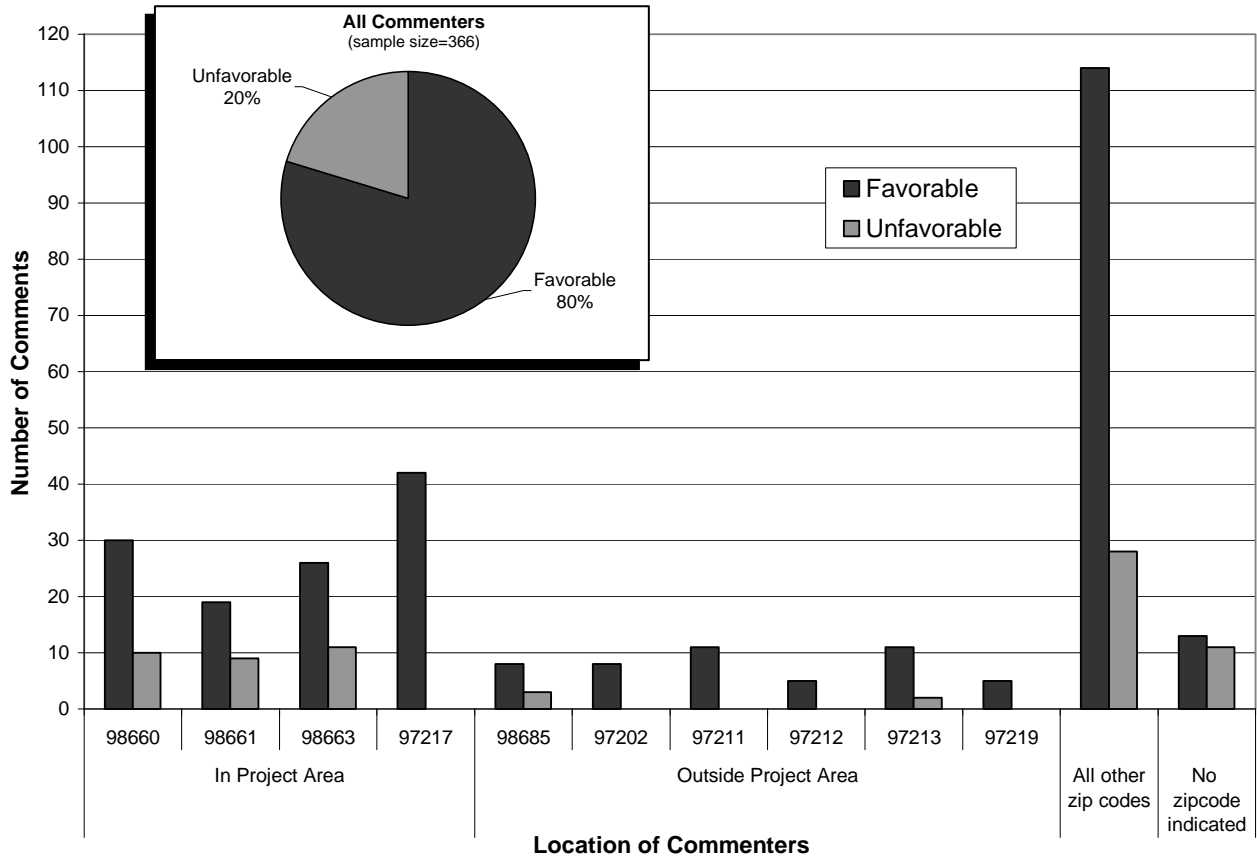




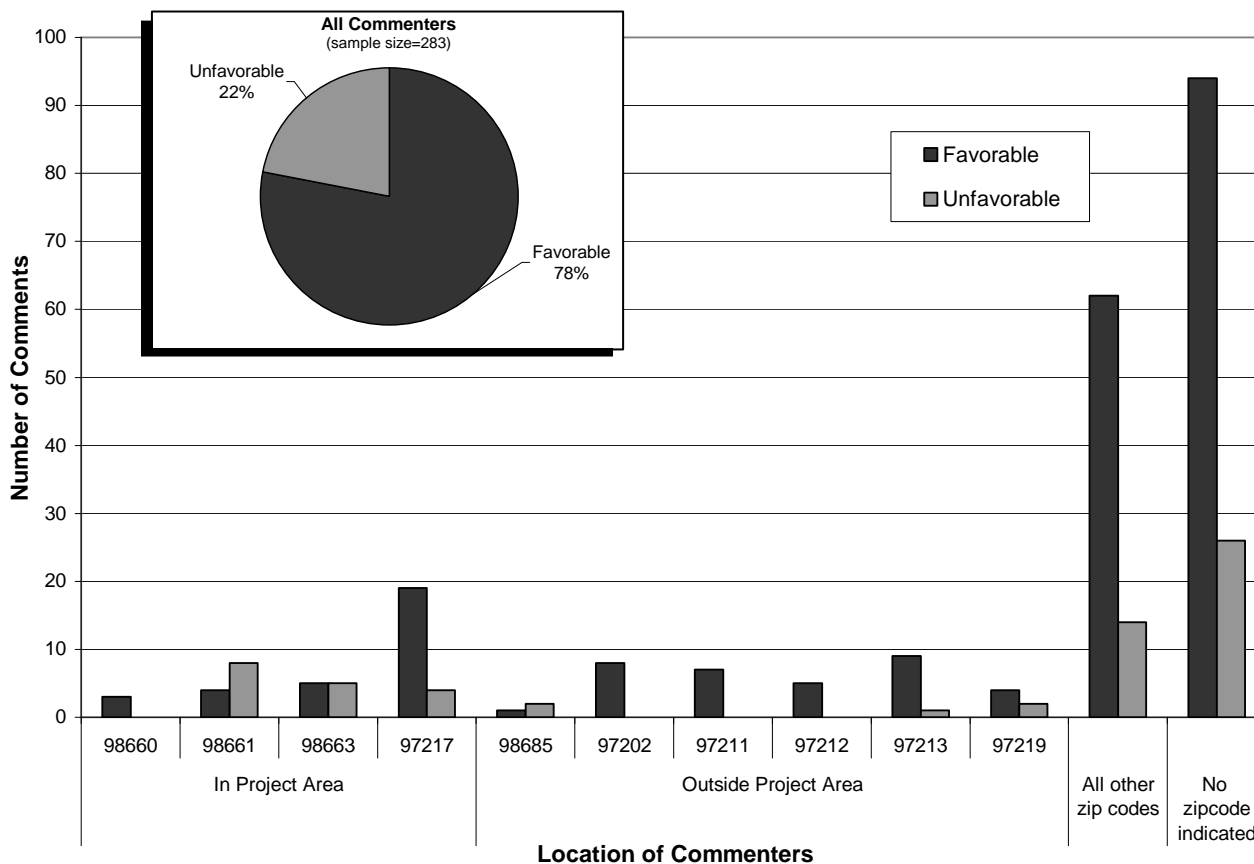
EXHIBIT 14: MILL PLAIN MOS PREFERENCE BY ZIP CODE



### Tolling

283 commenters made statements in support (221) or opposition (62) to tolling. Zip codes were available for 163 of those expressing a preference. Commenters both inside and outside of the project area show support or an even split in opinion regarding tolling, with the exception of two Clark County zip codes that showed greater opposition; 98661 (inside the project area) and 98685 (outside of the project area) (see Exhibit 15).

EXHIBIT 15 TOLLING PREFERENCE BY ZIP CODE



## Non-Preference Comments

Exhibit 16 is a tally of the number of comments received by comment category, for every non-preference comment category that received 10 or more comments. Most individual emails, letters and comment forms included comments on multiple categories, and were tallied under each applicable category.

### EXHIBIT 16

<b>Non-preference Comment Tally</b>	<b># of Comments</b>
Traffic and Congestion	945
Transit (other than comments on BRT, LRT, alignments and Termini)	718
Land Use and Economic Activity	619
Process	549
Project Cost	517
Bicycle and Pedestrian	400
Neighborhoods	400
Highway Safety	360
Climate Change	355
Existing Bridge	347
Air Quality	346
Truck Freight	319
Range of Alternatives	302
Visual and Aesthetic Quality	296
Interchanges and Highway Alignment	273
Energy, Electric and Magnetic Fields	250
Acquisitions	247
Funding and Financing	243
Environmental Justice	222
Ecosystems	210
Noise and Vibration	203
TSM - TDM and Managed Lanes	192
Geology and Soils	190
Navigation and Marine Traffic	151
Health	116
Hydrology and Water Quality	115
Construction Approach	114
Construction Effects	99
Chapter 1: Purpose and Need	97
Schedule	92
Delta Park to Lombard (I-5)	91
Railroad Operations and Infrastructure	69
Historical	67
Transit Safety	63
ADA	60
Parking	56
Parks and Recreation	56
Aviation	34
Cumulative Effects	33
Public Services and Utilities	20
Hazardous Materials	19
Wetland and Jurisdictional Waters	16
4(f)	13
4(f) de minimis	11

## Summarization of Comments Received during Draft EIS Comment Period

This section summarizes public comment received during the 60-day comment period that followed the publication of the Draft EIS (May 2, 2008, through July 1, 2008). Following are excerpts and paraphrases of comments that represent the breadth of the feedback received during this period. This summary is broken into topic categories, beginning with those elements being decided for the locally preferred alternative (LPA), such as river crossing type, and continuing with many other issues that are also addressed in the Draft EIS, including funding and financing and the public process this project has employed thus far.

This summary does not represent every comment, or every element of each comment, but is intended to encompass the wide range of questions, suggestions, critique, and support received on the many issues this project addresses. All of the comments received will be included and responded to in the Final EIS that is currently scheduled for release in the second half of 2009.

Note: Statements within quotations are in the commenters' original wording, except that spelling and punctuation corrections have been made, some acronyms have been spelled out, and format has been standardized by removing capitalization, bolding, underlines and italics

## River Crossing

### Replacement Bridge

- Statements in support of a Replacement Bridge, including:
  - "It is forward-looking, best for the environment, and not noticeably more expensive"
  - "A replacement bridge will improve navigation for marine traffic on the Columbia River as well as eliminate the need for bridge lifts"
  - "We do not want to be on either of these spans [existing I-5 Bridge] during an earthquake and do not wish tax payers dollars to be used repairing and retrofitting them"
  - A Replacement Bridge is needed and putting off construction into the future will increase project costs
  - "This is not a Portland-Vancouver neighborhood project but a major highway link between Canada and Mexico"
  - "Use high occupancy vehicle lanes, truck lanes, land use planning for areas around off ramps, but for heavens sake, let's build a new bridge and break the gridlock!"
  - "... best for relieving long-term congestion, providing the best option for river traffic, and having the least amount of impact (and potential improvement) to the marine habitat. Plus it would be best able to support a significant increase in rail traffic needing to offload onto trucks in the area"
  - "Don't believe for a minute that a temporary 'wait' in hopes that high gas prices will halt traffic growth is going to solve any problems. Gas prices, like everything else, are cyclical"
  - "The way it is now, the current bridge causes pollution, traffic delays, has no decent transit alternative, harms the environment with no stormwater mitigation..."

- “Existing impediments to East-West travel on [Hayden] Island will be resolved”
- “A replacement bridge will provide safer travel, more commuter choice, better freight mobility and an opportunity to create a sustainable, visual signature that models the environmental ethics of our region”
- A Replacement Bridge will improve freight mobility and the local and regional economy
- The Stacked Transit/Highway Bridge option because it is the design option that is “least environmentally damaging to fish life” and “... is an improvement over the existing situation in the long term”
- A Replacement Bridge “... would have aviation operational and safety benefits based on the elimination of the lift towers that exist today”
- Currently, “if there is a problem on the freeway, we can’t get people off the island [Hayden Island] or emergency services to the island quickly”
- Statements in opposition to a Replacement Bridge, including:
  - “Please reconsider the trajectory that the CRC is on. Rather, consider transportation demand management measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades before building 12 lanes. We can reduce CO<sub>2</sub> emissions and congestion without building a new freeway bridge”... as well as “improve freight mobility”
  - “A new bridge will cause more pollution and different bottleneck problems as the bridge users before and after the bridge attempt to squeeze into the I-5 lanes”
  - “... we could save a huge bunch of money and possibly undo much of the congestion by widening the highway that leads to the bridge. Even with a new bridge, the lane narrowing on I-5 on the Oregon side would keep traffic backed up”
  - “Expanding the capacity of the interstate system to accommodate local trips will only induce more of the same”
  - “Let’s move into the future, which has a lot less oil...”
  - “Alternative transit options such as light rail or rapid transit would be a much better option in terms of environmental impact and congestion”
  - “A new bridge will encourage more driving, and more suburban sprawl in Washington”
  - “Laying waste to large areas of river habitat and real estate during several years of construction backup is not favored by anybody we can think of”
  - “... the nation is currently experiencing a serious recession of uncertain duration. This is a good time to be prudent with public money...”
  - Portland and Multnomah County “are currently updating their joint climate-protection plan, and the initial analysis shows that the region must reduce vehicle miles per day to less than half of 2006 levels of 2050. We are concerned that such an extensive project... may, in fact, increase our emissions overall...”
  - “Do not destroy the old bridge; work with it, enhance it, add another bridge if necessary. Wanton destruction is wasteful, unethical and unnecessary”
  - “Its \$4.2 billion cost would exhaust Oregon’s capacity to fund alternative transit projects for a decade”

## Supplemental Bridge

- Statements in support for a Supplemental Bridge, including:
  - “A mammoth bridge structure would discourage all future development of this area and destroy any hope of giving Vancouver a true identity”
  - “There is no need to scrap the existing bridges and they offer flexibility for future additional alternative uses (more bus lanes)”
  - “Transportation needs change over time. We know there will likely be less auto usage in future and more transit, if we build it. The best plan is to make public transit more useable, and to build cities denser and with more mixed uses for more walking and less driving”
- Statements in opposition to a Supplemental Bridge, including:
  - “The last thing we need is more CO<sub>2</sub> in the air, more cars on the freeways and streets of Portland, and less money for real and lasting improvements to the area”
  - “As a lower middle-class homeowner in Portland, who works in Portland, I cannot afford a bridge... After last year's property tax increase, this bridge could very well cost me my home”
  - “Increasing lanes and through fare traffic only supports more vehicular traffic creating a larger problem of traffic and pollution in the future, while destroying the surrounding neighborhoods with over-flow traffic”

## Other River Crossing Comments

- Statements in support of non-Draft EIS alternative river crossing and highway alignment concepts, including:
  - A tunnel “avoids conflict with river-shipping needs, presents less visual blight on the community, avoids conflicts with air-traffic flight paths, and reduces negative environmental impacts from light pollution, noise, heat-sink effect, air quality, and neighborhood disruption”
  - “It is crucial that we tie the ports together by building this Western Arterial Bridge and to relieve the traffic not just on the I-5 corridor, but the I-205 and SR-14, SR-500, St. John's Bridge, and I-405 – all those areas will be relieved because people will realize they can go not just north or south, but east to west”
  - “... crossing the Columbia where the railroad crosses and then cross Hayden Island following high over the railroad tracks and paralleling N. Portland Avenue, cross Willamette River and St. Helen's Highway turning south about 1/2 mile, go straight south through two new tunnels bored through the hill, coming out on the Valley side and wind/find a way to connect to Oregon 217 and Oregon 26”
  - “A freeway loop around the West side of the Portland and Vancouver area needs to be in the planning stage at this time including a third bridge crossing the Columbia River...”
  - “Revisit the I-605 project, change the location if you like, but at least look at it... there would be a lot less traffic interruption with this project also”

- "... build a new bridge to the east, i.e., in the Gresham/Fairview/Troutdale area... it would alleviate some of the traffic congestion on both the Interstate and the I-205 bridges"
- A Bi-State Industrial Corridor, based on statements including that it would:
  - "... remove freight, commerce, and commuters from neighborhood streets"
  - Save "... millions in purchase price of land"
- Creating a new arterial crossing parallel to the existing I-5 bridges, based on statements including that such a crossing would "... reduce the capacity deficit to a level that high capacity transit, improved transit, transportation demand management and tolling can easily address"
- Support for a new Columbia River bridge to serve some or all of the following modes, but not autos:
  - BRT
  - Light Rail
  - Truck freight
  - Pedestrians
  - Bicyclists
  - Arterial traffic
- Support for replacing the existing I-5 Bridge with a bridge to serve some or all of the following modes:
  - Light Rail
  - Bus
  - Pedestrian
  - Bicycle
  - Car (6 lanes)
- Support for arterial crossings between Hayden Island, Vancouver and Portland
- Support for modifications to the existing BNSF railroad bridge, including:
  - "...BNSF arterial proposal... I think that that would probably be a better route for MAX, because it would connect to the Amtrak station in Vancouver and hopefully help promote some interstate rail travel... the benefit of the BNSF corridor is that it could be done in conjunction with an improvement of interstate rail, both passenger and freight rail"
  - Changing "the railroad bridge so that it lines up with the interstate bridge and then add some small bridges to and from Jantzen Beach from other locations then interstate 5"
  - "... replacing the old rail bridge, adding lanes for trucks and cars. This would be less expensive and get some of those trucks off the interstate going through Portland, an unnecessary route for many"
- Other comments regarding river crossings, including:
  - Support for including "sustainable stormwater management" regardless of the bridge selected

- “To avoid the ‘closed-in’ feeling that makes drivers slow down because they think lanes are narrow, build a top-deck bridge, like the Glenn Jackson and the Abernathy... To avoid the curves, either have a curving bridge... or a straight bridge with the north landing about 100 feet east of the current landing”
- Support for limiting the total number of traffic lanes, including through lanes and auxiliary lanes, across the Columbia River in the I-5 corridor
- Placing transit, pedestrian walkways and bicycle paths under a bridge “... is not structurally or alignment-wise feasible and should be deleted”

## Transit Mode

### Bus Rapid Transit

- Statements in support of BRT, including:
  - “Light rail has too many limitations, including cost. Kill the train idea and lets move folks on buses”
  - “Bus route design is flexible; light rail route design is not”
  - BRT will cause less “confusion and construction... I think it’s cheaper to build a park and ride for bus than it would be to add station stops – many station stops for light rail and have to install tracks ”
  - “I honestly just feel like people in Clark County will not vote to pay for light rail when asked, but may vote to increase taxes or tolls to pay for express buses”
  - With BRT, “... unanticipated equipment breakdowns are localized and do not impair the entire system”
- Statements in opposition to BRT, including:
  - “Bus traffic is subject to traffic stalls and is unreliable with delays to commuters. It is not able to handle the volume of commuters (both today’s and future). It is toxic to the environment. To increase the carrying capacity means increasing buses - more traffic and more exhaust emissions while trains are able to 'add cars'”
  - “A BRT alternative would not provide the seamless connectivity needed for system efficiencies and effectiveness for riders”
  - “The C-TRAN buses at commuter hours are completely packed, and one can watch a continuous stream of them exiting downtown Portland after work”

### Light Rail

- Statements in support of Light Rail, including:
  - Light rail will eventually be needed, and if light rail construction is delayed, it will cost more and will not receive as much federal funding
  - “Light rail offers the most efficient and effective use of resources for the greatest number of riders”



- "... light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region"
- "Given the increasing costs of fuel and the possibility of supply reductions in the future, the only acceptable plan is the one that includes rail transit"
- "... it's time to harvest the benefit of [the existing light rail] investment by creating a far more integrated system linking both states along both corridors, beginning of course with I-5"
- "I support light rail to alleviate heavy automobile and bus traffic"
- "Light rail is essential because it best attracts the most transit users and has the most capacity to serve even more transit users during eventual removal of the old bridges and reconstruction of a new one"
- "Not knowing how long that I will be able to drive an automobile on my own [because of advancing age], the light rail rapid transit inclusion is of vital interest to me as it will continue to make Portland and much of its immediate area easily accessible to me"
- Light rail "is not hampered by traffic and is more likely to keep up with the population trends of Clark County. Light rail can run more frequently and provide a schedule that is usable to all commuters"
- "Light rail has higher capital costs but cheaper operating costs. With increases in fuel prices this difference could mean even greater BRT costs in future"
- "Light rail is easier for handicapped people to navigate"
- Light rail "... reduces the number of transit vehicles passing through our [Arnada] neighborhood hourly [and] generates less noise in the neighborhood"
- "Please light rail, please. We live off I-5 [in Overlook] and find that we cannot even travel or have visitors from 3 to 6 PM weekdays because of congestion on I-5"
- "I have Asthma and I take care of kids that have Asthma this and other lung problems. If Vancouver City officials care about this and other health benefits, they will support light rail"
- Build light rail, "... those that make less than middle income, depend on public transport and we cannot let them down"
- "Once light rail is in place, it is there permanently and allows for development around it, thus improving its efficiency and allowing us to rebuild our cities for people rather than cars"
- "Light rail can operate on electricity generated by wind, hydro, thermal, nuclear, or solar. Buses can only operate on diesel, and whether fossil or bio, add more carbon dioxide to the atmosphere than the equivalent amount of generation at a central plant would for powering a light rail system"
- Statements in opposition to Light Rail, including:
  - "No light rail – I do believe in it, but there is no route north of the bridge that has dense enough residency to justify service"
  - "... light rail costs more to build and more to operate and is less flexible and less scalable than Bus Rapid Transit..."

- "... [light rail] feeder buses tend to have low ridership, so they have high energy costs and greenhouse gas emissions per passenger mile. The result is that, when new [light rail] transit lines open, the system as a whole can end up consuming more energy, per passenger mile, than it did before"
- "I will not nor could benefit to use the light rail. I travel to 2-3 different areas through the day"
- "Vancouver has consistently voted down light rail..."
- Light rail "... is not necessary because we have an effective bus system"
- "I have been driving from Portland to Vancouver for over 20 years during rush hour traffic and I do not find that there is any significant improvement since the MAX Line was installed from Portland to Delta Park"
- "Light rail will not spur development. Development along light rail corridors is spurred by tax subsidies, not light rail"
- "Max light rail has shown that it functions as an efficient conduit for moving an unwanted criminal element to the suburbs. Will the cost of added police/security measures be passed along to Light Rail riders, or to the community as a whole"
- "Light rail has made a mess of streets and real estate in Portland, people don't want to see that in Vancouver"
- Light rail will endanger children due to its "... proximity to two public schools as well as from building a gigantic 1400 car parking structure between both schools and increased non-local traffic"
- Light rail will result in a "major change of the character of this historic area [Lincoln Neighborhood] of Vancouver"
- Light rail will result in "property values going down on this side because people will be tending to move out"
- Light rail will physically divide Vancouver
- Light rail will have "adverse impacts throughout residential and business districts in Vancouver. Construction will close access to many businesses that are already suffering financially. Bus service would not have this affect"
- "The proposed light rail system will be powered by fossil fuel and coal, both of which severely pollute the environment. Coal is derived from mining mountains, and coal powered generating plants are not yet able to sequester greenhouse gasses... "
- "All the overhead electrical structure and institutional control such as fencing and signage that light rail requires would create more clutter of distractions and undesirable eye pollution as well as obscure scenic views and add unwanted bird perches"
- Additional statements regarding light rail, including:
  - Interstate Avenue "is a good example of how light rail could be added through Vancouver's downtown community with minimal impact"
  - Light rail can be successful in attracting riders if the public is encouraged to ride through an educational campaign and if their safety can be ensured while using the light rail system

- Support for express light rail service between Vancouver and Portland, including the possibility of exclusive parallel tracks for the express service
- "... because of the route of the MAX Yellow line and its relatively slow speed and frequent stops, the proposed extension of light rail between Expo Center and Vancouver would potentially create a longer commute time for commuters between downtown Portland and Vancouver than the existing C-TRAN express bus system"
- The CRC project should "identify how more trains will affect traffic operations on Interstate Avenue and the numerous cross streets in the corridor, and to propose mitigation measures to ensure that more congestion does not result"

### Other Transit Mode

- Support for other transit modes in addition to, or instead of, BRT and Light Rail, including:
  - "Use streetcars through downtown Vancouver instead of light rail. Streetcar tracks and stops would be far less impactful and may be more acceptable to downtown businesses and Clark College"
  - A Hayden Island shuttle bus system, "before, during and after construction"
  - In addition to light rail, "... increase the express bus service between Portland and Vancouver along with adding more inner city routes if you want to decrease the bridge traffic. Currently in Vancouver it takes at least an hour to travel by bus for a ten minute car drive"
  - "... high speed jet boat to and from public transit centers and stations. There could be Vancouver stops, stops in NE Portland, multiple stops downtown, stops in S. Portland, Milwaukie, Lake Oswego, Gladstone, West Linn, Oregon City, etc. Look at Bangkok, Thailand as an example – they are far beyond us in such a system. It is cheap, accessible, and fast for commuters. This should be seriously considered as an alternative form of transportation"
  - "Improving high speed Amtrak service in this corridor [Portland to Seattle] would eliminate many car trips, and also oil wasting flights"
  - Commuter rail, including support for:
    - A rail line "from Kelso to Portland with stops in Kalama, Woodland, Ridgefield and Vancouver." Including replacement of the existing Columbia River rail bridge with a new "three rail pair bridge"
    - "A route from Washougal and Camas to Vancouver and Portland"
    - "A route from Battle Ground to Vancouver and Portland"
    - "... a dedicated commuter link that goes through the St. Johns cut - express service from downtown to downtown"
    - Using "... the P&W lines...from Astoria to Eugene and then go north of Linnton all the way to West Union, Hillsboro, Beaverton and Wilsonville..."
- Other statements about transit mode, including:
  - "The added transit mode should be based on a cost benefit analysis – which option (bus or rail) will carry more passengers at the lowest cost"
  - "There is not sufficient use to warrant dedicated lanes for mass transit or light rail..."

## Transit Terminus and Alignment

### Kiggins Bowl Terminus

- Statements against the Kiggins Bowl Terminus included:
  - The Arnada Neighborhood Association (ANA) "... does not support placing high capacity transit along I-5 and therefore cannot support the Kiggins Bowl terminus. The I-5 alignment bypasses virtually all commercial/mixed use zones and places it adjacent to predominately R-9 (single family) property. This would give little opportunity for transit oriented development without major rezoning that is currently not in Vancouver's comprehensive plans. In addition, ANA believes that placing an isolated transit stop at freeway level, away from the watchful eyes of the community will surely increase the possibility of criminal activity and reduce ridership"

### Lincoln Terminus

- Statements in favor of the Lincoln Terminus included:
  - "Locating the terminus in the area near 39th Street or Kiggins Bowl will better serve riders going to/from Portland and draw higher ridership than the Clark College terminus"
  - "The Lincoln Terminus is shorter and cheaper to build, while impacting more businesses at first, has larger open land at terminus which has development potential as Transit Oriented Development"
  - "... the Lincoln Terminus is the best option, because it passes through the Uptown Village area past the businesses so that it is part of a full plan that does not just get people through residential areas into Portland, but can build a larger system for Vancouver on its own and linking Vancouver and Portland"
  - "The Lincoln terminus would enhance ridership by reducing the number of people who would need to transfer from C-Tran buses to light rail. It will greatly expand the number of light rail riders who can access their ride by foot and bikes"
- Statements against the Lincoln Terminus included:
  - "A large majority [of Lincoln Neighborhood residents] prefer a terminus outside of Lincoln neighborhood due to concerns for existing neighborhood disruption, traffic issues, and security concerns" and "... adequate parking spaces [are needed] to ensure maximum ridership – the Lincoln option has the smallest number of parking spaces"

### Clark College Minimum Operable Segment Terminus

- Statements in favor of the Clark College MOS Terminus included:
  - "This end point would connect to the C-TRAN route #4 Fourth Plain, a route that boasts CTRAN's highest ridership with a current daily ridership of 5,378. This terminus would also provide an opportunity to connect to I-205 commuters and East Clark County residents"
  - "The light rail that ends at Clark College connects students and the community members to our Clark College and eases the congestion there too"
  - The Clark College MOS terminus saves "... no less than \$395 million" in project costs

- "... it should go either to the Mill Plain terminus or Clark College. At either location, a park and ride would be less at odds with the neighborhood"
- Statements against the Clark College MOS included:
  - "The area around Clark College is already too congested so adding a park and ride there is ill advised" and this terminus would disrupt "... good working pathway for bikes, pedestrians and autos. To take anything across this lovely area which is so pleasant a walking and biking route (including Marshall Center) is unthinkable"
  - "... the Mill Plain and Clark College options are unacceptable, because, while it gets light rail across the river, it does not get it to the people that actually are going to be using it"

### Mill Plain Minimum Operable Segment Terminus

- Statements in favor of the Mill Plain MOS included:
  - "I feel the Mill Plain MOS would cause the least disruption for all the neighborhoods potentially impacted by light rail"
  - This option is "... the least expensive and most politically palatable"
- Statements against the Mill Plain MOS included:
  - "... it will bring excessive vehicular traffic through the residential neighborhoods"
  - "... we need to leverage available Federal dollars and build a light rail line as far north as possible"
  - "... our neighborhood [Arnada] will experience an unacceptable flow of bus traffic to the light rail terminus if the Mill Plain MOS is chosen...We do not believe the massive parking structures needed for the Mill Plain MOS are a good use of the valuable land in downtown Vancouver"

### Comments in Support of other Termini

- "... if light rail is the chosen mode of mass transit that connecting it to Fourth Plain rather than downtown in Vancouver would allow transit to make connections much cleaner toward the east..."
- "15th is far enough"
- The West Vancouver Freight Alliance supports "... an alignment that does not extend to Fourth Plain. If transit extends to Clark College, we will need interchange improvements to Fourth Plain Boulevard and I-5 to accommodate additional traffic caused by a transit park and ride"
- "... a west trunk light rail from Ridgefield all the way down to Expo and I'd like to see an east trunk from Battle Ground down to the Airport"
- "I believe the further you extend the northern terminus, the better. Again, it lessens congestion in the downtown area"
- "... extend light rail to Salmon Creek"

- “It would be even more helpful for us to extend light rail line to the new 99th transit station”
- Use the “brand new bus transit center instead of spending more to build a new transit center...”
- “... light rail to the beach...”
- “Clark County Fairgrounds, that way, it would alleviate traffic problems during the fair and when concerts are planned. It would also be easy to expand another line down I-205 to connect to the airport line at a later date”
- Create a termini “... at the point where the inevitable toll we'll pay to cross the bridge becomes too expensive to cover our 1/3 of the cost. That's probably at Clark College or maybe the 39th Street area”
- “The most merciful way of creating the least impact on the existing neighborhoods is to end the MAX for now at the gravel lot opposite the Carnegie Library (15th & Main). It seems like an ideal time to get that inner-city area active...”
- “... light rail extended along Mill Plain Boulevard and throughout the greater Vancouver/Camas/Clark County area”
- “... light rail extended along I-205, and connected along Mill Plain Boulevard to the I-5 extension”
- “... light rail, across both the I-5 and I-205 bridges to mend the gap of growth and commerce that exist between Washington and Oregon...”
- “... eventually light rail should reach Vancouver Mall and from there across the Glenn Jackson Bridge”
- “... light rail should cross at I-5 to, perhaps, Mill Plain, then run east to the I-205 Bridge to cross back and connect at the airport, thus serving the entire community”
- Light rail to “Battleground, Ridgefield, La Center, Woodland, Kalama, Kelso, etc...”

#### Comments on specific transit alignment options

- Statements in favor of specific alignment options included:
  - “16th Street over McLoughlin Boulevard because that alignment places high capacity transit more centrally between McLoughlin and Mill Plain, an area which were recently rezoned to City Center Commercial and has been identified for mixed-use development in the newly adopted Vancouver City Center Vision”
  - “2-way Broadway... I feel the other choices would have too much of a negative impact on the Arnada neighborhood”
  - Support for light rail “down Main street,” based on statements including:
    - Though there will be [business] some casualties if light rail goes down Main Street, in the long term, Main Street retail needs light rail to survive

- If light rail goes down Broadway, residents who live along the street will lose on-street parking and will begin parking in the surrounding neighborhoods
- “Bring it [light rail] up Main to Lincoln. I live in Shumway and I am all for it”
- “... I think it needs to go up Main Street as far as possible as there is much less nearby housing, and future housing possibilities, available on the east side of I-5 due to the VA Hospital, the college and the cemetery”
- Support for Washington Street, based on statements including:
  - “I think Washington Street is perfect for light rail to come up the middle. As someone who drives it daily, I know there are three lanes that are hardly ever used”
  - Washington Street has more “... right-of-way width and more compatible adjacent land use for light rail than does Broadway Street”
- “Two way on C Street... wider and will be torn up anyway”
- “2-way on Washington and McLoughlin is probably the best, but it’s not on the table”
- “... Broadway Street route up to 39th or along the Clark College alignment to Kiggins Bowl”
- “... a rail stop at Mill Plain/15th Street and have the guideway travel east along 16th Street, over or under I-5 and have a terminus at Clark College. I prefer the 16th Avenue route vs. the McLoughlin route because it does not make sense to reconfigure McLoughlin since it is already highly functional and built up. 16th Street has a lot of vacant land that is ideal for high-density development”
- “... light rail from the Mill Plain station north to the Lincoln neighborhood so long as strict design principals are adopted so that the light rail guideway does not in any way create an East-West dividing line and actually encourages more pedestrian crossing”
- “I would prefer to see it ride along the I-5 corridor as I think going downtown Vancouver would be slower with more stops. I think, the faster the service, more people will see it as very easy and convenient way to travel”
- “McLoughlin Street in downtown Vancouver has more east-west right-of-way width and more compatible adjacent land use for light rail than does 16th Street. Additionally, McLoughlin Street already includes an I-5 under crossing...”
- “If light rail passes through downtown Vancouver, please make it a couplet system... we need to keep both sides of our streets accessible by pedestrians, not interrupted by raised platforms and chains to keep pedestrians from crossing”
- “... light rail down Main Street would bring in more business, improve and revitalize the downtown/Uptown [areas]. It is retail that gets the advantage from the increased traffic through the area, improving visibility and business. We should not put the light rail up Washington or Broadway as there is no retail and the streets are not as wide as Main. Main has 70 feet of street plus very wide sidewalks. Broadway and Washington do not”
- Light rail along the east side of I-5 on Hayden Island
- Statements in opposition to specific transit alignments, including:
  - Broadway Street “...would displace parking and adversely affect most businesses during construction”
  - McLoughlin Boulevard, based on statements including:

- “With traffic-calming structures, wheelchair cuts, wide sidewalks, bus routes and two existing bike pathways, McLoughlin Boulevard between Main Street and Clark College is already an established and well-functioning multi-modal corridor”
- “... Mature cherry, walnut, chestnut and maple currently in place provide shade for pedestrians and bicyclists, most of them with canopies that cover half of the current street”
- 16th Street “is absurdly costly and goes right through a residential area”
- Main Street in Uptown Village, based on statements including:
  - Light rail would be “... a very permanent eyes sore that will significantly change the ‘flavor’ of the current historic downtown Vancouver... There are many hard-working and dedicated business owners and residents who should not be uprooted because of this incessant need for redevelopment” and “create a problem for residential/business street parking, and gone would be local events that use Main Street”
  - “In the short term, the building phase would put many of the existing small business owners out of business. In the long run, losing street parking and inhibiting pedestrians... would drastically hurt the positive dynamic that has grown on that street”
  - “Main Street would have to be greatly widened, resulting in much disruption and loss of valued businesses and trees on Main Street. The loss of businesses and trees, and especially homes, should be avoided if at all possible. Even with widening of Main Street, traffic capacity would be lost, resulting in overflow traffic impacting the rest of the neighborhood, particularly Columbia, 39th, and 45th”
- “Broadway would be the worst option as it is only 60 feet wide and mostly medium density housing with no off street parking. If the light rail goes down Broadway it would take away the street parking and then these folks in the medium density housing will be parking in our neighborhoods. There is no retail on Broadway or Washington so you lose one of the main benefits of the light rail... bringing more people to your store”
- “There is no good reason to build a separate bridge for MAX from the Expo Center to Jantzen Beach. A separate bridge... only adds problems including”:
  - “extra building and maintenance costs”
  - “extra marine hazards for local marine businesses”
  - “truly painful legal and practical problems in condemning parts of Jantzen Beach Moorage”
  - “separating bus traffic on I-5 from MAX making user transfers difficult and confusing”
- Statements and questions about other transit alignments, including:
  - “... loop the light rail along SR 500 or Fourth Plain and over I-205 to really improve mobility”
  - The high capacity transit “currently being planned by the Southwest Washington Regional Transportation Council to serve Clark County will radiate eastward from I-5 along SR-14, Mill Plain, and Fourth Plain as well as along the east side of I-5.” The CRC High Capacity Transit system “must be compatible and interface smoothly with the planned Clark County system”



- “If light rail is chosen as the preferred mode for this project, please make an effort to align it next to I-5 or existing heavy rail tracks. That will have less of an impact on downtown businesses, and encourage future expansion north”
- Statements and questions regarding transit stops and park and ride facilities, including:
  - A letter from the City of Vancouver stating that “... the City will not accept the location of park and ride facilities in the downtown core to support expanded bus operations because it would be inconsistent with the adopted Comprehensive Land Use Plan and the Vancouver City Center Vision subarea plan... we believe a balance may be struck that could make park and ride lots... reasonable and consistent with adopted plans when implemented with light rail”
  - “... design and deliver state of the art transit stops which enhance access, ensure security for the riders and our neighborhood, and creates a sense of community that reflects the people of ANA [Arnada Neighborhood Association] and Vancouver. Amenities must include quality lighting, CCTV monitoring, clear and open sight lines, plenty of secure bike parking, landscaping and artwork. Transit and its structures need to match the historical qualities of our neighborhood”
  - A request for an “... exclusive light rail parking lot for local residents” on Hayden Island
  - “Put parking lots [park and rides] near stores in Washington, commuters will shop before going on home, one stop shopping”
  - “I live in the Lincoln Neighborhood and would love to have a park and ride or at least MAX stops in the vicinity that I could walk or ride my bike to”
  - “I strongly support a stop at 7th or 8th streets in Vancouver”
  - “... I was wondering about the possibility of a scaled down version of Portland's bus mall w/ light rail currently under construction [for Vancouver]. We could even have a fareless zone downtown to allow the bus mall to serve as a ‘downtown circulator’ like what Portland's bus mall was originally intended as”
  - Provide “... a park and ride at each side of the bridge beyond congested areas with around the clock security...”
  - Provide a park and ride on Hayden Island, based statements including “street parking will be inadequate and the Jantzen Beach Super Center lot parking will not be an option... Many island residents are incapable of getting to the MAX station except by car making a park and ride with sufficient handicap permit parking spaces a priority”
  - “I support a light rail transit station to the west of I-5, adjacent to Tomahawk Island Drive. The light rail station should be of high quality, and include appropriate protection from the weather, and be handicap accessible. Parking should be adequate to encourage light rail usage and reduce congestion”
  - “Include park and ride in the plan. (People are more likely to use this mixed plan than to walk from their homes to a bus/rail stop)”
  - “Along Mill Plain there are various spots that might serve as park and rides, such as a stacked parking structure on land adjacent to the library, or at the Tower Mall, etc.”
  - “Park and rides should be places as close to I-5 as possible, away from residences when at all possible. The Clark College Terminus and even a lot at Kiggins Bowl, which is already a traffic area, make much more sense”

- Light rail "... needs to be accessible to different quadrants of Clark County – the area where SR 500 connects with I-5 and I-205 would be good location"
- "Vancouver should plan a parking structure or lot for light rail commuters, or upgrade their own public transportation system to make the light rail a viable option for their commuters"
- Concerns and suggestions about how to reduce the likelihood of crime occurring at transit stations and park and rides, including crime occurring by and to school age children
- "If a park and ride lot were to be at the WSDOT property:
  - "It would need to be right along Main Street, with access to and from the parking lot and station only from Main Street..."
  - "It would need to be of a size that could fit what the neighborhood could absorb..."
  - "The impact to the immediately surrounding area should be minimized. The homes along the east side of Creston should be preserved"
  - "The property that extends west, into the residential area of Lincoln neighborhood, should be set aside for a much needed and sought after neighborhood park"
  - "There should be active and passive security"
  - "Unless the park and ride and station were to be built on a grand scale where it is a public space and destination... the lot should be entirely fenced so as to discourage students from using the lot as a walking path to school and to keep the residential community and school at the Presbyterian Church safer"
  - "All of the project should be done in a way that is environmentally responsible"
  - "The well head needs to be protected, hazardous sites cleaned, storm run-off managed"
  - "Air quality should be monitored..."
  - "Funding for mitigation for impact should be considered as cost of the project"
- Statements about transit and alternative transportation, included:
  - "... Vancouver residents that don't carpool, is not because they don't want to but because they can't... mostly for not consistent hours and never knowing when they are going to leave work..."
  - Many people "... don't use public transportation because they need their car for work"
  - "The 1997 I-5 bridge closure was a dramatic demonstration of what Transportation Demand Management can do when we really try. Sadly, since then almost every agency action by both Clark county and Metro has gone the other way. A valuable lesson appears to have been lost"
  - "C-TRAN needs to expand its existing bus system to support these commuters since light rail or bus rapid transit will only go just beyond the I-5 Bridge. We need an enhanced park-and-ride system along I-205 north to Battle Ground and east to Washougal. Currently, still-expanding north and East Clark County is vastly underserved by transit, and connecting travelers to any new system must be part of the conversation"
  - "The Portland public transit system is geared to bring people into and out of the city centers, but not across the city"

- Support for placing transit underneath a Columbia River bridge
- I support the "'bridge in a box' design to reduce the bridge width needed"

## Tolling

- Statements in support of Tolling, including:
  - With a toll, "... those who use the facility the most pay the most"
  - A toll would encourage transit use and carpooling
  - A toll would raise revenue for the project
  - "It would be good to collect tolls from tourists, since Oregon has been so generous as to not have a sales tax!"
  - A toll could eliminate or reduce congestion
  - "... the most important part for tolls, for me, is locally controlled. We control how it gets spent"
- Statements in opposition to Tolling, including:
  - "The only people this will affect greatly are those who are already paying double the tax of those that reside and work in the same state. Why must we alone hold the burden for this bridge? I pay enough taxes"
  - "Vancouver residents who work in Portland would like to live closer to work but the cost of housing doesn't allow that so they live in Vancouver where housing is much more affordable. Tolling these very people who already can't afford to live in Portland doesn't make sense to me"
  - "This is part of our national interstate infrastructure and should be paid for by taxes not tolls"
  - "Have you ever crossed a toll bridge and seen what happens to traffic, it comes to a virtual stop and can back up for miles. What about all the extra pollution that is created from hundreds or thousands of cars stopped waiting to pay their toll"
  - A toll "... is like a sales tax on seniors, low income commuters and students attending schools across the Columbia to Oregon or Oregon to Washington, it would prevent a common exchange or slow the exchange process"
  - "It most certainly will raise the price of goods because it will take more fuel and time to get through this already horrible commuting corridor"
  - "Stress on drivers... Set up costs and costs to administer, monitor and audit such a toll system"
- If an I-5 toll is put in place, support for the following toll concepts:
  - Providing toll discounts or waivers for:
    - Washington residents who pay Oregon income taxes
    - Hayden Island residents to Vancouver and Portland based on statements including that "Being required to pay a toll to cross north into southwest Washington will greatly dissuade Hayden Island shoppers from heading north"

- "... small cars that take up less room on the highway and pollute less"
- Drivers traveling during off-peak times
- Bicyclists
- Pedestrians
- Transit users
- Emergency vehicles
- "... local-destination freight"
- those "at least 65 and the disabled community... otherwise such populations will be excluded from using the road..."
- Vehicles with greater gas mileage
- Alternative fuel vehicles
- "... for low income households"
- Also tolling I-205
- Charging a toll to bicyclists, pedestrians and transit users, in addition to vehicles
- Charging a higher toll to "heavy trucks" than to autos
- Electronic tolling
- Electronic tolling with an on-site payment option for "visitors who don't have transponders in their cars"
- Eliminating the toll once the CRC project is paid for
- A "reverse toll system - If the operators of the system had to refund toll money when congestion occurred, I'll bet they would design a bridge and accompanying system that did not congest very often"
- Tolling "all bridges in the country, except one-lane bridges... based more or less on weight, and the money used for repairing bridges"
- Using toll revenue to pay for transit and bridge improvements
- "Use a percentage of tolls to fund pollution monitoring and mitigation in the most impacted neighborhoods... this is a huge health issue for those living within quarter mile of the freeway as PSU studies have demonstrated"
- Tolling one-way southbound, because it is "more efficient, cost-effective, and traffic friendly"
- "A tolling agreement should contain safeguards to guarantee that tolling extends through the financing period"
- Opposition to the following toll concepts:
  - "congestion pricing... This too is discrimination in that most people cannot choose their own hours of employment"
  - "... any electronic tolling due to privacy concerns and difficulties for people visiting the area... if electronic system is used it should not store any identifying information"
  - Using toll funds for non-project purposes

- Discounts "... for those that use it most (e.g. Hayden Island residents or truckers) as they will reap the greatest benefit when it is built and should pay accordingly"
- Using toll funds paid by auto traffic to pay for transit, bicycling and pedestrian activities
- Additional statements and questions about tolling, including:
  - "... originally, CRC staff insisted that federal law prohibited tolling of existing interstate highway facilities... many people who heard [this] erroneous statement still believe it is true"
  - "Are there other examples nationally that give some indication of the likely impact of tolls on commercial truck traffic?"
  - Statements regarding how a toll will affect I-205, including "It seems to me that a toll would have the effect of diverting most of the through traffic from Seattle going south and going north to Seattle across the I-205 bridge increasing traffic there"

## **Congestion and Traffic**

- Statements that causes of I-5 congestion are not related to the existing I-5 Bridge, and are instead related to I-5 interchanges
- Statements regarding the impacts of congestion, including:
  - Commuting on I-5 is unpredictable due to accidents, bridge lifts and traffic jams
  - Time being "taken away from their families"
  - Increased pollution from idling cars
  - "... the new bridge must not be built too wide so as to put pressure to widen I-5 through the neighborhoods of North Portland. Perhaps six lanes on the bridge will be needed northbound but only five southbound"
- Statements in support of increased auto capacity, including:
  - "You forecast a 30 percent increase in vehicle traffic yet do not propose any additional auto/truck lanes. You also assume commute back and forth to work like my grandfather did. But he never stopped after work to shop, workout, or attend a child's after school activity"
  - "The idea of having only three lanes in each direction over the Columbia river is a waste of our money and the governments money as well"
- Statements in support of efforts to maintain or reduce traffic demand generally and during rush hour, including:
  - Creating "a big commuting carpooling campaign"
  - "Other than improving lane widths for safety..." providing "... no increase in lane number for single occupancy cars and trucks"
  - "Most vehicles pollute. Portland already has high air pollution. Create a huge tax on single person car trips on the bridge"
  - "... added benefits for those that do carpool/use rapid transit, such as reduced fares during peak traffic hours, or gas vouchers for those that can prove they carpool, etc"

- Telecommuting
- "... have all government employees work a split shift. Some would go to work 5 AM to 2 PM and the others would go 10 AM to 7 PM ... "
- The project must not increase vehicle miles travelled
- Other statements regarding congestion and traffic, including:
  - That "there's not a huge [congestion reduction] benefit to building a new bridge... the distinction between no-build and building this new bridge is not huge"
  - "... in the Bridge Influence Area, which was the primary focus of the project, the Replacement Bridge has more than twice the stop and go congestion of the No-Build Option"
  - Clark County has "... a much higher proportion of the region's resident population and workers and a much lower proportion of the region's jobs. Very modest changes in this relationship over the next decade or two could dramatically reduce the amount of commuting in the I-5 corridor"

## Highway and Interchange Design

- Support for modified traffic operations, including:
  - Dedicating a lane or lanes to some or all of the following:
    - "Combination bus/light rail line"
    - Carpooling
    - Freight
    - "Light electric vehicles"
  - "... add flashing signs to the top girders on the bridge, going both ways, simply stating: maintain your speed on the bridge"
  - "...all trucks and slower vehicles be forced to use the far right lane only. Let the metered on-ramps do their job effectively and permanently remove the high occupancy vehicle lane from the Portland Metro area"
  - Providing Hayden Island residents with an identifying card to place on their rear view mirrors so that they might use high occupancy vehicle lanes, regardless of whether they are driving alone
  - Reversible lanes
  - "Why not extend carpool hours to 7:30 PM? North and add a southbound. That would really change habits, as most people can't take advantage of the lane as it ends too soon"
  - Support for allowing motorcycles to "split lanes like they do in California - This is a 'no cost' option that would" encourage more people to ride motorcycles"
  - "Using communications-based information and electronics technologies to make the system more efficient and safe"
- Opposition to traffic modifications, including:

- High occupancy vehicle lanes because they “do not work well... They simply create more congestion and gum up the rest of the travel lanes with stop and go traffic”
- Statements regarding CRC project design, including:
  - Support for eliminating and/or redesigning I-5 interchanges and the highway to improve safety and congestion
  - Statements regarding the design of I-5 interchanges and their impact on neighborhoods, the environment, freight, pedestrians and bicyclists, businesses and the Portland Expo Center
  - “We need a final design that pays special attention to the urban design of the areas under the bridge and ensures that connections over and under it are safe, pedestrian and bike friendly”

## **Bike and Pedestrian**

- Statements supporting improved pedestrian and bicycle facilities, including:
  - “... plenty of pedestrian and bicycle access with decent views” and “outlook areas”
  - Wide bicycle and pedestrian lane
  - “... strengthen the connections with the local system and to provide” missing links
  - “put the bike path next to the light rail, and not next to/under the freeway”
  - “Do not just give through pedestrian/bike facilities to the replacement bridge options. The supplemental bridge should have both the path on the original 1917 span widened along with a path on the supplemental bridge from the Expo Center all the way to Vancouver without grade crossings”
  - Accommodate pedestrian and bicycling “... demands for the next 50 plus years and that offer flexibility for reconfiguration as needs change over time”
  - Provide “a safe and comfortable experience for a variety of users, including pedestrians, persons with disabilities, seniors, families with children, recreational trail users, tourists, roller-skaters, and well as bicyclists of varying skill levels traveling at a range of speeds.
- Statements in opposition to pedestrian and bicycle facilities, including:
  - “We (Washingtonians) do not want... more ‘bicycle-friendly’ routes. For avid bicyclists, use the bike lanes and paths that are readily available”
  - Concerns that these facilities, including elevators, will attract crime and nuisance activity
  - “The incorporation of pedestrian, bicycle, light rail or dedicated bus or only high occupancy lanes are not functions required of an interstate highway system. The incorporation of these auxiliary uses reduces the number of unrestricted flow-through traffic lanes and could lower the quantity of vehicles moving through the highway system daily or during emergencies”

## **Land Use and the Economy**

- Statements regarding the CRC project and land use, including:

- Increased auto capacity will lead to increased development in rural Clark County
- “All of the proposed options will undermine (if not counteract) our region and our population's commitment to sustainability and quality of life. Citizens, policymakers, organizations, and businesses in the Portland area have worked hard to redefine what it means to be a metropolitan region and, as a result, ours is one that is thriving, internationally-recognized for land use planning and sustainability, and healthier than most American cities”
- “In addition, by making it easier to live ‘over there’ [Clark County] are you not encouraging people to move away? Where will Portland gets its funding when people start moving away? Don't understand... look at Detroit”
- The “CRC could provide incentives to protect farmland in Northern Clark County by not encouraging more commuters”
- Rezone “land appropriately to ensure inclusionary compact development around light rail station areas, future frequent service transit corridors, and other appropriate areas to limit sprawl development. Inclusionary rezoning would require that 30% of the housing be affordable to residents at or below 80% of area median family income”
- “Jettison the idea that we will be able to live on top of each other. It is not a healthy environment to do so – not physically (think asthma, allergies and other environmental illnesses that are exploding right now), mentally (how much anger and depression that is setting in), or physiologically (can we really have 600 more townhouses on a 100ft squared lot??)... We live in a metropolis of neighborhoods, cities and towns, and need each other to work together on this”
- Requests from the Oregon Department of Land Conservation and Development, including that the Draft EIS “... provide a clear description of what land use decisions will be needed to carry out the” CRC project, and “provide supporting information so that the Locally Preferred Alternative can be readily reviewed by local and regional agencies that need to adopt plan amendments or other land use decisions.” Also, that the Final EIS should “Include measures, such as congestion pricing, to address transportation needs under the no-build alternative”
- Statements regarding increased traffic capacity and the local and regional economy, including:
  - “Commerce must be allowed to flow, which means more capacity for vehicles”
  - “These freeways are referred to as arteries for good reason, they are essential for economic growth, efficient performance of the community and livability of its citizens”
  - “... the U.S. Department of Transportation has designated I-5 as one of six Corridors of the Future, thereby recognizing its critical importance in the transportation network and to the U.S. economy. With that, the region and state's economic success depends on trade”
  - “All the ports along the Columbia are gearing up for more work to subsidize workers for economic development. And this [CRC project] needs to happen for our communities to grow and to be able to supply our workers with living wage jobs...”
  - “The dollar's weakness has also facilitated a surge in U.S. exports... these trends equate to more freight movement through U.S. port gateways and on American highways and the rail system. Though Oregon and Washington have relatively small population bases, more products will naturally flow through our two states, contributing



- to economic health, but putting more pressure on the already capacity-strained transportation system...”
- “... the construction industry in Oregon and in this region are among the primary economic drivers for the local and state’s economy. In order to maintain this industry in the future and aid in the recovery of a down market we need to see the investment in transportation infrastructure and this bridge proposal is critical to the overall future economic wellbeing of this region”
  - “Interstate commerce on the on the I-5 Columbia River Crossing bridge is not just about big trucks carrying freight. It is about small businesses too such as service techs that cross the river to make service calls. It is about manufacturing representatives and sales people that make premise sales calls on both sides of the river”
- Statements regarding improved transit facilities and the local and regional economy, including:
    - Support for “a long-term public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue”
    - “Cities and communities with viable and useful alternative transit systems are the communities that will flourish, while communities that have not been farsighted will stagnate and even wither”
  - Other statements regarding the local and regional economy, including:
    - Support for economic development strategies that would create more jobs in Clark County and reduce traffic congestion on I-5
    - Concerns regarding the potential CRC project acquisitions and right of way change impacts on businesses
  - Statements regarding CRC project construction hiring and purchasing, including:
    - Use local contractors
    - Ensure minority contracting and women and minority apprenticeships
    - The CRC project will produce many “living wage jobs”
    - Ensure “all the material used on the job is made in the USA”
    - “... there should be diversity and local people to work in the current project and not wait for the construction piece of things’

## **Neighborhoods, Human Health and the Environment**

- Statement from the Columbia River Task Force supporting efforts including:
  - The development of a mitigation plan, “including avoidance of adverse impacts”
  - “The development of a sustainability plan, including the formation of a sustainability working group”
  - “Further study and analysis to determine the appropriate number of auxiliary” bridge lanes

- "... enhancements within potentially impacted communities," including the establishment of a "community enhancement fund"
- Designing interchanges:
  - That meet "safety and engineering standards... in a way that is consistent with minimizing impacts"
  - That "are freight sensitive and provide enhanced mobility... in a way that is consistent with minimizing impacts"
- "Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion... as well as to provide an ongoing funding source for the project"
- "A public vote where applicable, regarding the funds required to implement the light rail line"
- "The development of an aesthetically pleasing, sustainable and cost-efficient river crossing... that serves both the built and natural environment"
- "The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities"
- "... 'world class'" bicycle, pedestrian facility, as well as the consideration for provisions for low-powered vehicles such as scooters, mopeds and neighborhood electric vehicles, as part of the construction of a replacement river crossing
- Solving "... the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both pedestrian friendly and enhances mobility throughout the project area and the region"
- "Development of an innovative transportation demand management (TDM) program to encourage more efficient use of limited transportation capacity"
- "Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project's effects on air quality, carbon emissions and vehicle miles traveled per capita"
- "... strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve both states' greenhouse gas reduction goals set for 2020 and 2050"
- "... development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project..."
- "Independent review of the project's feasibility and risks, including the project's relationship to funding other transportation projects in the region"
- "Continued study of project health impacts such as those identified in the report submitted to the Task Force by the Multnomah County Health Department"
- Support for evaluating the CRC alternatives based in part on their "potential to improve the health and quality of life of the residents of both Oregon and Washington," including the following measures of health:
  - Air quality

- Physical activity and obesity
- Noise
- Traffic Safety
- Environmental Justice
- Statements regarding noise, including:
  - “I am strongly opposed to adding additional traffic lanes to the bridge as noise and emissions negatively impacts my neighborhood”
  - Requests for sound mitigation, including sound walls
- Statements regarding air quality, including:
  - “I’m worried that without a robust public transit system across the bridge, the expansion of the bridge lanes will only lead to greater air pollution in the stretch between Jantzen Beach and the Rose Garden. More cars means greater health problems for my neighbors – especially the kids and the elderly”
  - I-5 traffic congestion and air pollution will affect neighborhoods in the project area during bridge construction
  - “There will naturally be an increase in traffic on the bridge with increases in population and I believe that the longer cars sit idle on the bridge because of congestion, the more emissions will be produced”
- Statements regarding climate change, including:
  - “Elevated levels of greenhouse gases have significant impacts on air quality and related health outcomes, including asthma and other lung conditions. In addition, research has increasingly shown the dramatic effect that overall climate change will have on human health, not only because of increases in air pollutants and allergens, but also the depletion of water supply and quality, spread of infectious disease, and extreme weather conditions and related economic impacts to Northwest economies. Therefore, strategies to reduce vehicle miles traveled are necessary to ensure the health of our residents”
  - “The replacement bridge will not worsen the region’s environmental conditions and is a carbon-neutral project, exceeding the environmental standards of any bridge built in the United States. The use of wind and solar energy, recycled materials and green guidelines during construction, stormwater treatment and improved fish habitat will combine with cutting edge design to reflect the region’s commitment to a green and sustainable future”
  - “Current verifiable, competent scientific studies show that global temperatures continually go higher and lower. The very small quantity of carbon dioxide (less than one percent) in the atmosphere is not causing ‘global warming’. Basing design on flawed data and not current scientific data is negligence”
- Statements regarding water quality, including:
  - “Why haven’t you addressed the water quality issues in more depth. Killing thousands of fish and contaminating Portland and Vancouver’s fresh water (aquifer) supply should be a high priority item. Both Vancouver and Portland have wells in the immediate area where the footings are proposed”

- Support for community enhancement funds, to pay for community projects
- Statements regarding property acquisitions, including:
  - Statement that it is difficult to find property addresses from the information provided on potential property acquisitions, and that the information provided includes outdated street names
  - Statements that residents, business and other property owners which would be impacted by the CRC project have not been adequately notified of those impacts by project staff, resulting in “Environmental Justice impacts,” as “federal dollars cannot be allotted to projects where Environmental Justice impacts adversely impact specific communities...”
  - That property that is used via temporary easements should be returned to property owners when the use is complete
- Additional statements about neighborhoods, human health and the environment, including,
  - The Neighborhood Associations Council of Clark County believe that “Due consideration should be made to those individual properties impacted by this project and when feasible make adjustments and accommodations to preserve or improve neighborhood livability. Accommodations should be made only if that change does not compromise the project in meeting the ultimate objectives in addressing the transportation problems in this corridor”
  - From the Esther Short Neighborhood Association, the following conditions on their support for the CRC project:
    - A formal written agreement establishing clearly defined agency roles in implementation, operations and maintenance of project facilities, including a clear understanding that TriMet would directly participate in the design, construction, and initial operations and maintenance of light rail
    - Reestablishment connectivity between downtown Vancouver and the Columbia River waterfront and the Historic Reserve
    - Mitigation measures for downtown businesses, residences and public agencies from construction and operations of facilities
    - Funding mechanisms are supported by impacted businesses, residences and public agencies and include all project beneficiaries in paying for the operations and maintenance costs
    - The creation of a detailed and realistic financing plan
  - The Arnada Neighborhood Association supports:
    - “Minimizing peak hour single occupancy vehicle use through the corridor
    - Preservation of the historical qualities and livability
    - Reduction in the fumes we experience from idling vehicles on I-5
    - Reduction in the noise we experience from I-5”
  - “I am concerned about the effect of capacity increases along the 1-5 corridor, more specifically the effect of a CRC/I-5 Project on housing and job development in Washington County generally, and Aloha, Beaverton and Cooper Mountain in particular”
  - “We have a concern that high capacity transit lanes and stations will remove parking on Main and/or Broadway and negatively impact businesses there. It will force customers

and those living in multi-family buildings on Broadway to park in Arnada and Hough neighborhoods. We request that the high capacity transit project acquires property to convert to parking. This must maintain the existing number of spaces on the two streets”

- “I would like to see a separate [I-5] exit ramp only for inhabitants of the [Hayden] Island, starting at Rosa Parks Boulevard”
- “The new bridge should... help tie together Hayden Island and not interfere with local access to the freeway or to other neighborhoods for Kenton, Bridgeton, East Columbia and Hayden Island”
- The CRC project should “... minimize impacts to North/Northeast Portland and mitigate any disproportionate impacts from the project on low income and minority populations”
- “It appears that the Draft EIS has been crafted to meet federal standards... which requires a Draft EIS to ‘promote efforts that will prevent or eliminate damage to the environment and biosphere, and stimulate the health and welfare of man.’ ... We believe CRC staff has an opportunity to not simply meet minimum standards, but to plan a project to maximize positive impacts on regional health”
- Plan “Transit alignments that serve low income and minority populations without severing community cohesion”
- “Sequester carbon by planting trees and shrubs in the freeway impact zone (within a half mile on either side of the freeway), and by investing in preservation and expansion of our urban forest region-wide”
- “... our [Lincoln Neighborhood] primary desire would be to see that any changes that must occur only enhance its character and quality... We see the changes brought by a parking facility, mass transit, or significant realignment of our transportation systems as substantially changing the neighborhood character”
- Statements and questions about the Jantzen Beach Moorage, Inc., including how their properties would be impacted by the project, when these impacts would be known, and how the project would compensate those impacted
- Request that project avoid Hayden Island Safeway store or that a replacement store be constructed prior to demolition of the existing store
- Statements in support of specific alterations to local roads and local road access on Hayden Island
- Statements supporting the “North Columbia Harbor/Bridgeton Road” area’s access to the MAX stations at Expo Center and Delta Park and connectivity the Kenton Neighborhood, Hayden Island and Jantzen Beach, and I-5 North and South
- Statement that the existing I-5 Bridge is unsafe and does not meet Federal Highway Administration design standards. “The accident rate within the project area is extraordinarily high, and is of great concern to our employee’s health, and that of our businesses”

## **Tribal, Archeology, and Historic Resources**

- Statements from the Confederated Tribes of the Warm Springs Reservation of Oregon Branch of Natural Resources, including:

- “Bridges have the potential to act as a direct conduit to water bodies. A bridge with the capacity to contain the amount of traffic that this bridge is designed to carry could also contribute greatly to the toxics of the Columbia River. These contain everything from the copper filings from wearing brakes to petroleum products. Grates and piping to collect elements and compounds that would run off from rainfall events should be designed into the bridge system and have the runoff collected and processed off site with appropriate best management practices”
- “A suspension bridge design, which would not necessitate mid-channel abutments, would limit in channel construction and lessen long term risk associated with shipping, erosion and undermining”
- “A structure that would take into effect long term planning, estimates of population growth and transportation needs would limit the amount of future construction required thus avoiding further future impacts to aquatic and terrestrial species located within riverine and shoreline habitat”
- Statement from Warm Springs Geo Visions that the cultural resource section [of the Draft EIS] “ looks fine”
- Statement from the Cowlitz Indian Tribe that, “As you are aware, the Tribe commented on the Archaeological Technical Report of 2007. Among the Tribe’s concerns were the usage of the words ‘Chinook’ and ‘Chinookan.’ Although the issue is addressed in the DEIS, the language could be strengthened with the inclusion of the phrase ‘nor should be inferred’ within the final sentences of the leading portions of both the Ethnohistory and Ethnography sections”
- Statement from the Columbia River Intertribal Fish Commission, including that “We believe the DEIS needs to detail effects of the various proposed alternatives on fish, wetland habitat and water quality. We recommend that these issues be more fully addressed in a supplemental DEIS. We also encourage the lead agencies to consult with our member tribes on these issues to assist in preparation of the supplemental DEIS”
- Statements concerning potential light rail construction and operation impacts to the Clark County Historical Museum’s historic building site, activities, and artifacts, from issues such as:
  - Noise and vibration
  - Dust and mold
  - Decreased public and ADA access
  - Reduced street parking
- A letter and matrix from the City of Vancouver with extensive comments on the Draft DEIS, including the City of Vancouver’s “major concerns” that:
  - “The proposed project must be refined to avoid impacts to Vancouver’s downtown and redevelopment efforts, to the Vancouver National Historic Reserve and to the neighborhoods adjacent to the project”

- “The overall cumulative impact of the proposed project and its components on the historic cultural landscape of Vancouver is not clearly defined in the document and thus, is not adequately mitigated”
- Statement that “the existing crossing is a historical landmark that needs to be preserved”

## **Parks and Recreation, 4(f) and 4(f) De Minimis**

- Statements regarding Parks and Recreation and 4(f) and 4(f) de minimis resources, including:
  - “The Thunderbird site would make a good park. Riparian protection and improvements under the old and new bridges for environmental concerns should be a priority. Better river-side recreation access under I-5 is important. I support including walking paths, community use areas, and ramps for access to boating areas”
  - “At the Mill Plain station location there should be an underground parking garage with a large public park above with a water feature like Jamison Park in the Pearl district in Portland to encourage more families into the area”
  - “... it is very important to us that park spaces and trails be maintained at existing levels or improved. The waterfront area by the Ship of Discovery park should be as ‘green’ – i.e., filled with growing / green plants – as possible rather than concrete. It’s also important to maintain pedestrian access to the Waterfront, Apple Tree Park and Land Bridge, as well as the Historic Reserve”
  - “It appears that each of the action alternatives will have some form of impact to the area, in Vancouver, that is just west of the existing I-5 bridge, along Columbia Way and east of the Red Lion Hotel. In this area resides important public art work, open space and pathways. Specifically there will be impacts to the ‘Boat of Discovery’ and wave walls/walk monument/sculpture and associated River Promenade portal... All alternatives need to be evaluated with regard to impacts on these resources. It should be noted, that the ‘Boat of Discovery and Wave’ sculpture artist holds a contract with the City of Vancouver covering rights over actions to artwork”
  - A letter from the Vancouver National Historic Reserve Trust, stating that “While all alternatives except for the ‘no build’ have similar impact on the Historic Reserve, the replacement option will have the most significant impact.” The letter also included a discussion of how Section 4(f) will apply to CRC project impacts to the Historic Reserve and requested mitigation measures. One of the mitigation measures discussed was the creation of a “Community Connector project,” and the Trust included letters of support for this project as well as a proposal for a design competition
  - Develop “active use spaces under I-5 and its ramps that are accessible for recreation, walking, boating and other community uses in a manner that is hospitable to the community”
  - “Federal transportation agencies cannot approve the change (or use) of 4(f) resources... unless there is no feasible or prudent alternative and the project includes all possible planning to minimize harm.”
  - Support for extending “... Main Street to the waterfront...”

## Visual and Aesthetics

- Statements regarding bridge aesthetics, including:
  - “Require agencies and consultants who are leading this design effort to make design as important as efficiency, cost and engineering. This is not only a simple structure to carry vehicles. This could be an expression of our highest aspirations, central to the urban center that combines two great cities”
  - “As designed, the relatively low, sleek looking, 12-lane bridge is perfect. It will greatly enhance traffic across the river, and that is its primary function. It will not over power the landscape. It will minimize change to adjacent properties and even allow Pearson Air Park to stay in place”
  - “These aesthetic considerations also have enormous economic significance. What economic values for example have: the Golden Gate Bridge provided to the City and County of San Francisco, the Brooklyn Bridge to New York City, and the Sydney Harbour Bridge to Sydney because of those bridges' aesthetics?”
  - “Please build a new bridge without regard to appearance... increased ‘appearance’ costs will soak the taxpayer”
  - “If we're going to replace the bridge, I'd be glad to spend a little extra for something more attractive than a viaduct”
  - “Please afford those on foot, bike, and mass transit a pleasant route across the river, not a tunnel in the bowels of a bridge”
  - “Consider selecting a prominent designer like Calatrava” to design the bridge
  - “Flights from Pearson Airport should not be deemed more important than bridge design. If the airport becomes a park in order to do an optimal bridge design, it should be considered especially as it has a few but very noisy flights”
  - “I feel that whatever is decided that it fits in with the flavor of the Fort, the walkways, the college, the new shopping center, etc. We want to create something that is appealing to tourists to help boost our economy...”
  - “The look of the bridge and its approach elevation and shadow on nearby enterprises will demonstrate how we as a community feel about living and working here. It also has a quantifiable economic impact -- as proven by real estate prices on those units with views of the nearby St. Johns Bridge. If we could afford to create a work of art in the 1930s to span a river we love, we can afford to do so in 2010”
  - “If possible, bicycle/pedestrian facilities should be located on the east side of the bridge, which offers beautiful views of the river, Mt. Hood, sailboats, etc.”
  - “Destroying the existing historic, visually pleasing (and perfectly good) bridges to build another hideous concrete mega-beast is just a terrible idea to begin with”
- Statements regarding highway and transit aesthetics, including:
  - The height of I-5 over Hayden Island will be “30 feet above ground” and will impact views
  - A McLoughlin transit alignment would eliminate “... six beautiful maples that are about 50 years old and about 18 inches at breast height there. It is the block that is most beautiful in that neighborhood”



- The CRC Urban Design Advisory Group (UDAG) submitted detailed draft design guidelines for use in guiding further development of the physical, landscape and aesthetic design elements of the CRC project. The submittal included the statement that “We recognize the guidelines are dynamic and will be refined by UDAG through continued project development efforts as the project moves through the design process”

## Energy

- Statement that “The recent rise in gas prices demonstrates that commuters are willing to increase use of public transport and alternative transport if necessary”
- Questions as to whether the new river crossing could include power generation from the wind or the water

## Geology and Soils

- Statement that “These two bridges [existing I-5 Bridge] are being looked at as ‘seismically unfit’ at a time when little or no attention is being paid to all of the other structures in our area that ‘could’ be classified the same”
- Statement that a concrete bridge structure, like “an artist rendition of what is proposed” is less able to withstand earthquakes than a metal structure
- Statement that the “project needs to... be fault tolerant”
- Support for “seismic upgrades to the current I-5 bridges over the Columbia”
- Opposition to seismic upgrades to the current I-5 bridges over the Columbia

## Truck and Rail Freight

- Statement from the West Vancouver Freight Alliance that “Our companies employ local residents, deliver goods to local stores, supply products to local and regional business, and make up an important part of our region’s economy... Our businesses rely on access to I-5. The current bridges create a bottleneck known for its congestion by freight transporters in our region, up and down the west coast”
- Support for a new “... main highway off ramp going directly to the port [of Vancouver] area and not going through the downtown streets”
- Statement that “I also favor ramps which discourage truck traffic from Marine Drive and encourage their use of Columbia and Highway 99”
- A memorandum from the Port of Vancouver with design recommendations to ensure construction of the CRC project does not impact traffic traveling to and from the Port area

- Support for “freight traffic” only lanes and bridges, including support for a “freight only” bridge between the Port of Vancouver and North Portland
- Statement from the Cowlitz-Wahkiakum Council of Governments that “Minimizing growth in single occupancy vehicle use translates into maintaining freight and goods capacity so vital to all interests in not only the crossing corridor area but up and down the West Coast”
- “To help encourage trucks to use the designated truck route (Mill Plain) I would request that the Fourth Plain and Mill Plain interchanges be designed in such a way that Fourth Plain will be more conducive to automobile traffic while Mill Plain is designed to encourage truck traffic”
- Support for “relegating heavy vehicles over 10 tons to the right two lanes, except when passing,” to “advance traffic flow”
- Statement that, if I-5 truck traffic is local and I-205 truck traffic is for trips through the Portland-Vancouver region, then “the I-5 crossing is not imposing a large cost on interstate commerce as implied by CRC”
- Statement that “Far more than 50% of the benefits from a new bridge go to the trucking industry, yet the funding for the project is coming from taxes on residents, not businesses. Here's a suggestion: put electronic (no-stop) tolls for trucks only on I-5, with none on I-205. Watch the current congestion melt away”
- Statement that “Consideration needs to be given to future plans of Port of Portland in the event they begin directing truck traffic from west Hayden Island to Interstate 5... [west Hayden Island] “development could make the current project obsolete quickly”
- Statement that “much freight will have to be moved back to the railroads... there is nothing governments can do to restore their profitability”
- “... go national and get interstate trucking mandated down; use freight trains for interstate and clear the roads for passenger vehicles”
- “Build a second railroad bridge to handle more freight so less needs to be shipped by truck”
- “Improve the rail bridge so it can handle more rail shipments so work can progress on demolishing dams on the lower Snake to save the last wild runs of salmon in this drainage. Increased rail transport of wheat and other products will be a necessity... so build the infrastructure now”
- The “railroad bridge... serves the only real corridor on the West Coast between Mexico and Canada and is a more critical link in case of a natural disaster than I-5. Another freeway bridge, I-205, is just five miles east, but the next rail crossing is a single-track bridge 90 miles up river east of The Dalles... Capacity for freight and passengers on the railroad will have to be greatly increased to meet future demand...”
- “... the BNSF rail bridge must also be strengthened against earthquakes as it serves as a vital link in the rail system”

- “My main concern is freight traffic to and from the Port of Vancouver. Whatever the alignment, I feel it is imperative that light rail be elevated over Mill Plain/15th Street, Fourth Plain, and 39th Street, to avoid conflict and further congestion at street level”

## Aviation and Navigation

- Questions and statements regarding aviation, including:
  - “Pearson Field is home to 175 based aircraft and more than 53,000 operations annually. The airport contributes about 600 jobs to the Vancouver area and salaries drawn in relation to business at Pearson total about \$11 million. The total economic activity related to Pearson totals about \$38 million”
  - “... any reconstruction of the I-5 bridge crossing the Columbia river strongly consider removing the towers on the northern side to reduce the departure climb gradient required when departing the airport to the west. It would seem a fixed span high enough for ship passing could be designed further to the south”
  - “Pearson Airpark... while historical, nostalgic and cool will never expand and serves some 50-70 takeoffs/landings daily. With the price of aviation fuel this will surely subside in the future. Included in the transportation plan should be the relocation of a civil aviation terminus in the Vancouver are, perhaps at the west end of the Port property...”
  - “My impression was that this airport is so restricted by safety requirements, and so hamstrung by FAA requirements, that it is all but useless. And, actually, rather dangerous. Better to close it down and move its function elsewhere, with more room and fewer restrictions”
  - FAA statement that “Our understanding of the alternatives is that none will penetrate the airport imaginary surfaces any more than the existing bridge structures, and that the replacement alternatives would actually reduce the amount of penetration by removing existing bridge structures. From an aeronautical standpoint only, we would prefer a bridge option that would prevent or reduce airspace obstruction to the maximum extent practicable.
- Question and statements regarding navigation, including:
  - Question as to whether consideration has “been given to replacing the rail bridge to eliminate S-Curve effect on river navigation?”
  - “If two different bridges were to span the North Portland Harbor, high clearance vessels located between them would not be able to access open water; a hazard to navigation and commerce”
  - Recommendation to “reconfigure the railroad bridge across the Columbia to better align the opening in the railroad bridge and the hump in the I-5 bridge to drastically reduce the number of required bridge lifts”

## Funding, Financing and Costs

### Funding and Financing

- Support for various funding and financing approaches for the CRC project, including:

- Earmarking a portion of Washington commuters' Oregon income taxes to fund new bridge construction
- A "weight-mile tax on all vehicles" to fund project operations and maintenance
- Using "highway bonds or gasoline tax" to pay for the CRC project
- "... with increased car registrations for both states"
- Statements and questions about funding and financing approaches for the CRC project, including:
  - "... if 5% of people use mass transit, why should we spend more than 5% of the money on them?"
  - "... in October of 2007, US Transportation Secretary Mary Peters said that the federal government would consider paying up to 80 percent of the I-5 bridge project if it deemed the project to be federally eligible," followed by the question "... does the CRC have lobbyists strategically placed at doors in Washington D.C. to get this funding...?"
  - "The region has billions of dollars in transportation needs, as documented in the Regional Transportation Plan... The Columbia River Crossing must hold these projects harmless and must not use locally allocated transportation funds"
  - The CRC project should "work with the federal government to modify funding sources to allow the money that was going to be used to construct light rail through downtown Vancouver to be available to construct a streetcar system that would share traffic lanes with automobiles at approximately 50% to 60% of the cost of light rail"
  - "The August deadline is merely an annual deadline for application for FTA New Starts funding. The region would 'lose' at most one year for funding the transit component of the CRC"
  - The "State of Washington and the federal government should supply the majority of funds for the project since most traffic originates in Washington"
  - "[I] do not think regional taxes are fair for an interstate"
  - Is the CRC project in "dialogue with California, Canada and Mexico along with the Indian Nations depending on tourists for their casinos..." about helping fund the CRC project?
- Opposition to pursuing the build CRC alternatives based on funding and financing reasons, including:
  - "Federal support is likely to be very small"
  - "The CRC would require an unprecedented level of debt"
  - "Hundreds of millions in transportation revenue will be used to pay interest"
  - "Borrowing against future toll revenues is risky"
  - "CRC has not prepared a realistic, investment grade traffic and revenue forecast"
  - "Bond financing requirements may limit future transit development"
  - "Transportation revenue is declining; CRC will require tax increases"
  - "There are substantial risks that construction cost estimates will be exceeded"
  - "Cost overruns would jeopardize future transportation investments"

## Costs

- Support for “reducing the number of expensive interchange reconstructions being proposed and phasing them based on ability to fund them and priority”
- Statement that “buses can share high occupancy vehicle lanes with cars. There is no need to require a separate span only for buses. However, I can understand why the designs have been rigged the way they are – it minimizes the cost differential between the bus and light rail options”
- Statement that building transit “... would have immediate and permanent long range savings due to less road improvements, less need for traffic cops, less emergency response teams due to fewer traffic accidents, just to name a few unquestionable facts”

## Process

- Statements supportive, and critical, of the CRC project’s public engagement efforts, including:
  - “In our [Neighborhood Associations of Clark County] opinion we believe that the CRC project team has engaged in a rigorous analysis of the I-5 corridor transportation improvement alternatives as presented in the Draft EIS... The CRC team has attempted to gain consensus on the project from a variety of stakeholders, sponsoring agencies, organizations and individual citizens... The public outreach efforts by this team have been exceptional in our view”
  - Concerns over public meetings and public testimony periods being scheduled during the “work day”
  - “I also am exceedingly disturbed by these "nonbinding" decisions that are being made before the public's comment period has come to a close. This shows a disrespect for us in the community. No agency should be committing themselves to any position until this period has closed”
  - “The outcome was pre-determined. As early as November 5, 2004, David Cox, FHWA Oregon Division Administrator, stated that he was certain that the existing bridges would be replaced”
- Statement that a variety of factors had not been adequately addressed in the Draft EIS and supporting technical documents, and therefore additional information, study and/or a Supplemental EIS is needed. Factors cited as being inadequately addressed include:
  - Consideration of other CRC project options and alternatives, including:
    - Lower cost options
    - Transit demand management alternative
    - Land use management alternative
    - Highway only alternative
    - Transit only alternative
    - Commuter rail option
    - Bi-State Industrial Corridor option

- Arterial crossing alternatives
- Options which upgrade/replace the BNSF railroad bridge
- The economic impacts on businesses and municipalities
- Mitigation necessary for the impacts of demolition and removal of the existing I-5 bridges
- Property acquisitions and their corresponding mitigation plans
- Safety of “students traveling to and from schools... in some of the alternatives the project cuts right through travel routes to and from schools or play areas”
- Impacts to neighborhoods, including Environmental Justice impacts and increased traffic on local roads
- Changes in land use and development patterns and subsequent traffic increases
- Health impacts, including analysis of air quality impacts
- Analysis of project impacts on climate change
- Water quality and habitat issues
- Fish and wildlife impacts
- “... the current gas crisis, the faltering economy, the mortgage crisis, unemployment, inflation and the huge national and personal debts that will call into play not only the cost of borrowing money, but the ability to pay it off”
- The Environmental Protection Agency’s NEPA Review Unit identified the following topics as areas where further research or information is needed:
  - Groundwater
  - Air quality, Mobile Source Air Toxics
  - Environmental Justice
  - Aquatic Resources
  - Impacts of Land Use Changes and Reduced Travel Times
  - Ecological connectivity, wildlife
  - Financial analysis
  - Tribal consultation
  - EIS Document Design
- Statement from the Community and Environmental Justice Group that they are committed to:
  - “Continuing to ensure a meaningful communications process that reaches as many people as possible, particularly those who would not normally be involved”
  - “Working for enhancements to maximize the benefits for communities in the bridge influence area”
  - “Watching for environmental justice concerns voiced in the NEPA process or in our communities and ensuring they are considered and addressed in project plans”
  - “Watching for equity between areas and people of the costs and benefits of the project and of project enhancements”

- Documents from the City of Portland Bureau of Planning and Planning Commission, including detailed questions and recommendations regarding the CRC project and analysis, covering issues such as how the project's process will move forward, how it will be financed, its aesthetics, and economic, land use and environmental impacts
- Support for the creation of a local committee to work with the CRC project to “finalize the design, financing, and contracting approach for the project”
- Statement that “local decision-making bodies, including abutting cities, counties, and metropolitan authorities, [must] have binding decision-making authority to move the project forward or veto a project that will not meet the Bicycle Transportation Alliance’s or other local conditions”
- Question as to “... what authority the CRC has to alter the number of lanes in the alternatives at a later date. We are interested in the CRC's reliance on highway guidance or other specific regulations that allow these modifications after the Draft EIS release”
- Statement that the CRC Purpose and Need statement “seems designed to result in a bridge that does increase car capacity”
- “... request that an independent panel – with expertise in, among other things, climate policy, greenhouse gas emissions modeling, and oil/supply volatility – review the data and analysis of the CRC project prior to the CRC Task Force vote...”
- Statements in support of bringing the CRC project to a public vote, including:
  - “Polls can be manipulated. Take a vote and see where the majority of people are at”
  - “This bridge project needs to be put up to a taxpayer vote – it is time for elected officials to be forced to listen!”
  - If a vote does not occur, negative feelings will be created which will lead Washington voters to oppose other projects in the future

## Schedule

- Statements encouraging a faster process, including:
  - “Stop wasting time and taxpayers money. Get this bridge project completed...”
  - Project costs will increase with every year of project delay
  - “... my property value has dropped 25 percent due to the bridge controversy... what's taking so long to make some sort of a decision?”
- Statements encouraging slowing the process, including:
  - “Building for more cars means building for less future. lets slow down and do it smarter, or not at all”
  - “The current 60-day comment period is wholly insufficient for the public to analyze the massive DEIS and provide meaningful comments... A 120-day comment period would

ensure public participation...” An extended comment period is warranted for reasons including the:

- “Potential for environmental harm”
  - “Size of the proposed action”
  - “Number of persons and agencies affected”
  - “Degree to which the action is controversial”
  - “Similar extensions provided “on DEISs regarding other massive proposed federal actions”
  - “... Deficiencies in CRC’s NEPA process”
- Make auto capacity decisions after congestion impacts of rising fuel costs are better understood, including a request for an external review of CRC project traffic modeling
  - “... save us money in the long run, because we all know lawsuits are going to happen, otherwise”
  - “... business owners in the downtown Vancouver district are rather surprised at what is taking place with the Draft EIS. I understand that neighbors/business owners were not notified in person of the potential loss of their homes/businesses”



## **Appendices**

Appendix A – Notice Provided for Public Meetings During Draft EIS Comment Period

Appendix B – Outreach Events in Washington and Oregon

Appendix C – Draft EIS Comments from July 2, 2008

Appendix D – Notes on Comment Summarization

## Appendix A – Notice Provided for Public Meetings During Draft EIS Comment Period

The lists below summarize the various tools and venues used by the project team to provide notice of the two public hearings/open houses on May 28 in Vancouver, Washington, and May 29 in Portland, Oregon, as well as four informal question and answer sessions to be held on the following dates: May 15 (Jantzen Beach SuperCenter, Portland), June 7 (Firstenburg Community Center, Vancouver), June 14 (Beaverton Main Library, Beaverton), June 19 (Clark Public Utilities, Vancouver).

### Newspaper Display Advertising

▪ Asian Reporter	April 29 issue May 20 issue	circulation = 20,000
▪ The Columbian	April 27 issue May 22 issue	circulation = 62,000
▪ El Hispanic News	May 1 issue May 22 issue	circulation = 20,000
▪ The Oregonian	May 1 issue May 22 issue	circulation = 309,467
▪ The Portland Observer	April 30 issue May 21 issue	circulation = 40,000
▪ The Portland Tribune	May 2 issue May 22 issue	circulation = 100,000
▪ The Reflector	May 1 issue May 21 issue	circulation = 27,840
▪ The Skanner	April 30 issue May 21 issue	circulation = 40,000
▪ St John's Sentinel	May 2008 issue	circulation = 19,000

### Newspaper Legal Columns

- Columbian - April 28 – May 2
- Oregonian - April 28 – May 2
- Daily Journal of Commerce - April 28 – May 2

### Media Releases

- News releases were sent to media contacts on April 28, May 19, and May 27 2008

### Postal Mailings

- Postcard distributed to all mailboxes in the project area (approximately 57,000) to announce the Draft EIS comment period and public hearing dates

## External Web Sites

Note: Project information often appears on Web sites without project awareness, so this list does not represent the full range of possible sites advertising the open houses.

- City of Vancouver Calendar: <http://www.cityofvancouver.us/calendar.asp>
- City of Portland, North Portland Online: <http://www.portlandonline.com/northportland/>
- Portland Transport: <http://portlandtransport.com>
- WSDOT event calendar: <http://www.wsdot.wa.gov/news/events/>

## Email Notification

The following emails were sent to the CRC contact database which consists of approximately 3,200 email addresses.

- Announcement of the Draft EIS release date – April 24
- Announcement of the Draft EIS release – May 7
- Monthly E-Update with information about Section 4(f) – May 9
- Announcement of the Open Houses and Public Hearings, as well as Draft EIS Errata – May 27
- Reminder of the Draft EIS comment period – June 5

Additional emails were sent to the following groups inviting them to open houses and public hearings. The emails also requested recipients forward the message to other email distribution lists.

- Neighborhood association leaders from the 16 neighborhoods in the project area in Portland and Vancouver
- Columbia River Crossing working groups, including Task Force, Community and Environmental Justice Group, Freight Working Group, Pedestrian and Bicycle Advisory Committee, and Urban Design Advisory Group
- Neighborhood Associations Council of Clark County Council (NACCC)
- North Portland Neighborhood Services
- Vancouver Center's Parkview and Viewpoint Condominiums
- Bike Gallery employee distribution list

## Publications

The following groups requested articles for print in their community fliers or newsletters:

- Vancouver Housing Authority
- New Columbia Neighborhood Association
- City of Vancouver Daily E-newsletter
- Hayden Island Mobile Home Park
- Jantzen Beach Moorage Inc.

## Environmental Justice Communities

Postcards were hand delivered to the following low-income / senior housing facilities, schools, and community groups in Vancouver and Portland. These facilities were also offered a presentation.

- Smith Tower Apartments, Vancouver
- Pythian Home, Vancouver
- Lewis and Clark Plaza Apartments, Vancouver
- Vancouver Housing Authority, Vancouver
- Immigrant and Refugee Community Organization (IRCO), Portland
- Washington State School for the Blind, Vancouver
- Washington School for the Deaf, Vancouver
- New Columbia Neighborhood, Portland
- Columbia House, Vancouver
- Esther Short Commons Apartments, Vancouver
- Say Hey! Partners in Diversity, Portland and Vancouver
- Latino Community Resource Group, Vancouver
- Slavic Coalition, Portland

## Neighborhood Newsletters

A total of 20,000 newsletter inserts were sent to the City of Vancouver and distributed to the following neighborhood associations as an attachment to their newsletters. Some neighborhoods in the project area are not listed below because inclusion of the insert was up to each neighborhood association's leadership, some of whom declined. Neighborhood association names are followed by the number of newsletters distributed to each.

- Airport Green – 225
- Arnada – 705
- Burton Evergreen – 350
- Carter Park – 1,050
- Cascade Highlands – 1,185
- Countryside Woods – 800
- Ellsworth Spring – 1,200
- Esther Short Park – 650
- Evergreen Highlands – 370
- First Place – 290
- Fishers Creek – 800
- Hough – 1,175
- Image – 1,450
- Meadow Homes – 225
- Northfield – 230
- Oakbrook – 800
- Ogden – 1,525
- Shumway – 600
- Vancouver Heights – 1,670
- West Minnehaha – 1,300

City of Portland does not have a similar hard copy newsletter distribution service, but neighborhood associations were notified electronically and via the North Portland Neighborhood Services office.

## Postcards and Fliers

Postcards and flyers were distributed to the following transit centers, local businesses, CRC outreach events, and community gathering places. Every effort has been made to track distribution of these materials, but more fliers were distributed than could be tracked, due to additional distribution via the project's advisory group members.

### Washington

Three Port Meeting	Port of Camas-Washougal
99th Street Transit Center	Port of Ridgefield
Arnada Neighborhood Association	Public Employees Day
Cascade Park Library	Rise and Stars Community Center
City Sandwich	Rose Village Neighborhood Association
Columbia Credit Union	Rosemere Neighborhood
Contessa	Rotary, Camas-Washougal
C-TRAN	Rotary, Vancouver Sunrise
Earth, Glaze and Fire Ceramic Painting Studio	SW Wash Regional Transportation Council
Esther Short Neighborhood Association	Salmon Creek Transit Center
Firstenburg Community Center	Shumway Neighborhood Association
Fishers Landing Transit Center	SR 502 Open House
Fort Vancouver Regional Library	St. Johns Food Store
Fred Meyer – Chkalov & Mill Plain	Starbucks – Chkalov & Mill Plain
Fruit Valley Neighborhood Association	Starbucks – downtown Vancouver
Hilton Vancouver	Starbucks – Uptown Village
Home and Garden Idea Fair, Ridgefield	Sugar and Cream
Hough Neighborhood Association	WSDOT - SW Region
Ice Cream Renaissance	SW Washington Medical Center
IQ Credit Union – 601 E 16 <sup>th</sup>	The Village Pearl
Java House	Uptown Attic
Kaiser Permanente Cascade Park	Uptown Village Association
La Bottega	Vancouver Bicycle Club
Lincoln Neighborhood Association	Vancouver Center
Main St. Day Spa	Vancouver City Hall
Marshall/Luepke Community Center	Vancouver Downtown Association

Mind Candy	Vancouver Pizza
Mint Tea Imports	Vancouver Planning Commission
Moe's Barber & Styling	Rotary - Vancouver Sunrise
Mon Ami	Vancouver's Downtown Assn.
Neighborhood Assn's Council of Clark County	Water Resources Education Center
Neighborhood Traffic Safety Alliance	West Hazel Dell Neighborhood Association
Newsies	West Minnehaha Neighborhood Association
North Garrison Heights Neighborhood Assn.	West Vancouver Freight Alliance
Paradise Kafe	Willows
Oregon	
Beaverton City Hall	North Portland Library
Beaverton Community Resource Center	Mittleman Jewish Community Center
Bicycle Transportation Alliance	Overlook Neighborhood Association
Boise Neighborhood Association	Piedmont Neighborhood Association
Bridgeton Neighborhood Association	Portland Bicycle Advisory Committee
Cedar Hills Recreation Center	Portland Community College – Cascade
City Club of Portland	Portland Pedestrian Advisory Committee
City of Portland staff: Hayden Is. Concept Plan	Portland Planning Commission
Columbia Crossings leasing office	Portsmouth Neighborhood Association
Columbia River Economic Devel Council	Ride Connection
Elsie Stuhr Center	Rose Schnitzer Manor
Garden Home Recreation Center	Safeway – Hayden Island
Hayden Is Mobile Home Owners Renters Assn	Starbucks – Hayden Island
Hayden Island Neighborhood Network	Say Hey! Partners in Diversity
Humboldt Neighborhood Association	Society of American Military Engineers
Jantzen Beach Moorage Inc.	St. Johns Library
Jantzen Beach SuperCenter	St. Johns Neighborhood Association
Kenton Neighborhood Association	Starbucks - St. Johns
Kenton Firehouse/N Portland Nei. Services	Uwajimaya
New Columbia Neighborhood	University of Portland Library
New Season's Market – Interstate Ave.	University Park Neighborhood Association
New Season's – Raleigh Hills	

## Appendix B – Outreach Events in Washington and Oregon

Project staff made presentations and gathered feedback at 80 neighborhood, government, business, and community meetings in Clark County and Portland during this period. A total of 1,955 members of the public were engaged through these events.

Additionally, the project’s database has grown to 3,511 email addresses and 11,367 postal mailing addresses (as of June 27, 2008).

Note: Completed individual event summaries are available upon request. Some events, usually jurisdictional briefings, list “n/a” under number of public participants because those groups have been counted before, because there were no members of the general public attending, or because materials were provided at unstaffed informational tables.

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
5/6/2008	Public Employees Recognition Week	Esther Short Park, W Columbia St. and 8th St., Vancouver	WA	25
5/6/2008	Southwest Washington Regional Transportation Council Board of Directors	Clark County Public Service Building, 1300 Franklin St., Vancouver	WA	n/a
5/7/2008	Society of American Military Engineers, Portland Chapter	Kell's Restaurant, 112 SW Second Ave., Portland	OR	n/a
5/8/2008	Vancouver's Downtown Association	Divine Consign, 904 Main St. Vancouver	WA	22
5/8/2008	Say Hey! Partners in Diversity	Portland Spirit River Cruise, Willamette River	OR	45
5/8/2008	Arnada Neighborhood Association	Vancouver Housing Authority, 2500 Main St., Vancouver	WA	22
5/8/2008	Hayden Island Neighborhood Network (HINooN)	Former Hayden Island Yacht Club, 12050 N. Jantzen Dr., Portland	OR	n/a
5/8/2008	North Garrison Heights Neighborhood Association	Marrion Elementary, 10119 NE 14th St., Vancouver	WA	19
5/12/2008	Lincoln Neighborhood Association	Lincoln Elementary, 4200 NW Daniels St. Vancouver	WA	21
5/12/2008	Boise Neighborhood Association	Albina Youth Opportunity School, 3710 N. Mississippi St., Portland	OR	26
5/12/2008	Neighborhood Associations Council of Clark County	4700 NE 78 St., Public Works Conference Room	WA	15
5/12/2008	Vancouver City Council	Vancouver City Hall, 210 E 13th St., Vancouver	WA	n/a
5/13/2008	C-TRAN Board of Directors	CTran Administration Building, 2425 NE 65th Ave., Vancouver	WA	n/a
5/13/2008	Portland Planning Commission	1900 SW 4th St., Portland	OR	n/a
5/13/2008	West Vancouver Freight Alliance	Frito Lay, 4808 NW Fruit Valley Rd., Vancouver	WA	26

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
5/13/2008	Humboldt Neighborhood Association	Portland Community College – Cascade Campus, 705 N Killingsworth, Portland	OR	6
5/14/2008	Vancouver Bicycle Club	Bortolami's Pizzeria, 9901 NE 7th Ave., Vancouver	WA	33
5/15/2008	Columbia River Economic Development Council Board of Directors	Riverview Community Bank Operation Center, 17205 SE Mill Plain Blvd., Vancouver	WA	45
5/15/2008	Columbia House Apartments for Seniors	130 W 24th St., Vancouver	WA	28
5/15/2008	CRC Draft EIS Question and Answer Session	Jantzen Beach SuperCenter, 1405 Jantzen Center Dr., Portland	OR	60
5/15/2008	Esther Short Neighborhood Association	Vancouver Hilton, 301 W 6th St., Vancouver	WA	46
5/16/2008	Rotary - Vancouver Sunrise	Heathman Lodge, 7805 NE Greenwood Dr., Vancouver	WA	26
5/19/2008	TriMet Transit Investment Plan open house	Portland Mall Info Center, 519 SW 6th Ave., Portland	OR	25
5/19/2008	Columbia Slough Watershed Council	Craft Nabisco, 100 NE Columbia Blvd., Portland	OR	19
5/19/2008	TriMet Transit Investment Plan open house	Tigard Public Works Building, 777 SW Burnham St., Tigard	OR	10
5/20/2008	TriMet Transit Investment Plan open house	North Clackamas Chamber of Commerce, 7740 SE Harmony Road, Milwaukie	OR	6
5/20/2008	SR502 Scoping Project open house	Cherry Grove Church, 9100 NE 219th St., Battle Ground	WA	20
5/20/2008	Neighborhood Traffic Safety Alliance	City of Vancouver, 4400 NE 77 <sup>th</sup> Ave., Vancouver	WA	15
5/20/2008	Portland Planning Commission	1900 SW 4 <sup>th</sup> St., Portland	OR	n/a
5/21/2008	Latino Community Resources Group	Human Service Council, 201 NE 73 <sup>rd</sup> , Vancouver	WA	11
5/21/2008	Three Port Commission Meeting	Red Lion at the Quay, 100 Columbia St. Vancouver	WA	42
5/21/2008	West Hazel Dell Neighborhood Association	Clearwater Springs Assisted Living Center, 201 NW 78th St., Vancouver	WA	15
5/27/2008	Metro Council work session	Metro Council Chamber, 600 NE Grand Ave., Portland	OR	n/a
5/28/2008	TriMet Board of Directors	City of Portland Building, 1120 SW 5th Ave., Portland	OR	n/a
5/28/2008	CRC Draft EIS open house/public hearing	Red Lion Hotel at the Quay, 100 Columbia St., Vancouver	WA	250



DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
5/29/2008	CRC Draft EIS open house/public hearing	Portland Metropolitan Exposition Center, 2060 N. Marine Dr., Portland	OR	175
5/29/2008	Glenwood Place Senior Living	5500 NE 82nd Ave, Vancouver	WA	46
5/29/2008	Piedmont Neighborhood Association	Holy Redeemer School, 127 N Portland Blvd, Portland	OR	6
5/30/2008	Transportation Policy Alternatives Committee	Metro, 600 NE Grand Ave., Portland	OR	n/a
5/30/2008	Rotary - Albina	Emmanuel Hospital, 501 N Graham St, Portland	OR	n/a
6/2/2008	Vancouver City Council	Vancouver City Hall, 210 E 13th St., Vancouver	WA	n/a
6/2/2008	Smith Tower Apartments	515 Washington St, Vancouver	WA	20
6/2/2008	Port of Vancouver outreach meeting	Fort Vancouver Historic Reserve, Vancouver	WA	72
6/3/2008	Clackamas County Commissioners	2051 Kaen Rd., Oregon City	OR	n/a
6/3/2008	Southwest Washington Regional Transportation Council Board of Directors	Clark County Public Service Center, 1300 Franklin St., Vancouver	WA	n/a
6/4/2008	Ride Connection	3030 SW Moody, Portland	OR	25
6/5/2008	Metro Council Hearing	Metro, 600 NE Grand Ave., Portland	OR	n/a
6/6/2008	Lions Club, Fort Vancouver chapter	Bill's Chicken & Steak House, 2200 St Johns Blvd., Vancouver	WA	20
6/7/2008	Draft EIS Question and Answer Session, East Vancouver	Firstenberg Community Center, 700 NE 136th Ave., Vancouver	WA	15
6/8/2008	Vancouver Farmers Market	Esther Short Park, W Columbia St. and 8th St., Vancouver	WA	45
6/9/2008	Lions Club, Columbia Crest chapter	International House of Pancakes, 2600 SE 164th Ave., Vancouver	WA	20
6/9/2008	St. Johns Neighborhood Association	St. Johns Community Center, 8427 N Central St., Portland	OR	20
6/10/2008	C-TRAN board of directors	Administration Building 2425 NE 65th Ave	WA	n/a
6/11/2008	International Association for Public Participation (IAP2), Cascade chapter	Clark County Public Service Center, 1300 Franklin St., Vancouver	WA	20
6/11/2008	Kenton Neighborhood Association annual meeting	Kenton Masonic Temple 8130 N Denver Ave, Portland	OR	75
6/12/2008	New Columbia neighborhood	Trenton Terrace, 4720 N Trenton, Portland	OR	30

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
6/12/2008	Jantzen Beach Moorage Inc. (JBMI)	Former Hayden Island Yacht Club, 12050 N Jantzen Dr., Portland	OR	60
6/14/2008	Draft EIS Question and Answer Session, Beaverton	Beaverton Main Library, 12375 SW Fifth, Beaverton	OR	31
6/14/2008	Juneteenth festival	Jefferson High School, 5210 N Kerby Ave., Portland	OR	34
6/16/2008	Interstate Corridor Urban Renewal Advisory Committee	Oregon Association of Minority Entrepreneurs (OAME), 4135 N Vancouver Ave., Portland	OR	35
6/17/2008	Hough Neighborhood Association	Hough Elementary School, 1900 Daniels St., Vancouver	WA	13
6/17/2008	Rosemere Neighborhood Association	Clark Public Utilities, 1200 Fort Vancouver Way, Vancouver	WA	11
6/17/2008	Overlook Neighborhood Association	Kaiser Permanente Town Hall, 3704 N Interstate Ave., Portland	OR	28
6/18/2008	Kiwanis Club, Downtown Portland chapter	Benson Hotel, 309 SW Broadway, Portland	OR	25
6/18/2008	Kiwanis Club, Peninsula chapter	Elmer's Restaurant, 9848 N Whitaker Rd., Portland	OR	5
6/18/2008	Interstate Farmers Market	3550 N Interstate Ave., Portland	OR	53
6/18/2008	Bridgeton Neighborhood Association	The Mews Condominium, 905 N Harbor Dr., Portland	OR	37
6/19/2008	Draft EIS Question and Answer Session, Vancouver	Clark Public Utilities, 1200 Fort Vancouver Way, Vancouver	WA	15
6/22/2008	Sunday Parkways event	North Portland	OR	n/a
6/23/2008	University Park Neighborhood Association	Trinity Lutheran Church, 7119 N. Portsmouth, Portland	OR	11
6/23/2008	Vancouver City Council	210 East 13th Street (1st floor), Vancouver	WA	n/a
6/23/2008	Clark County public hearing	Clark County Public Services Building, 1300 Franklin St., Vancouver	WA	n/a
6/23/2008	RTC-sponsored east county LPA informational meeting	Camas Police Department, 2100 NE 3rd Ave., Camas	WA	n/a
6/24/2008	CRC Task Force meeting	SW Region WSDOT, 11018 NE 51 <sup>st</sup> Circle, Vancouver	WA	n/a
6/26/2008	RTC-sponsored north county cities LPA informational meeting	Battle Ground City Council Chambers, 109 SW 1 <sup>st</sup> St., Battle Ground	WA	n/a
6/26/2008	Rotary, Camas-Washougal chapter	Parker House Restaurant, 56 S 1st St., Vancouver	WA	40
6/26/2008	Open house on Clark County High Capacity Transit System Study	Clark County Elections Building, 1408 Franklin St., Vancouver	WA	6
6/28/2008	Good in the Neighborhood festival	Kings School Park, 4815 NE 7th Ave., Portland	OR	82

DATE	ACTIVITY / ORGANIZATION	LOCATION	STATE	# OF PUBLIC PARTICIPANTS
6/30/2008	City of Vancouver public hearing	210 East 13th St., (1st floor), Vancouver	WA	n/a
6/30/2008	Pritchard Orthodontics	3700 Main St., Vancouver	WA	8
* TOTAL		<b>80 events</b>		<b>1,955 participants</b>
* from May 2, 2007 thru June 30, 2008				

## **Appendix C – Draft EIS Comments from July 2, 2008**

Two public communications, one organization communication, and one agency communication were delivered or postmarked July 2, 2008, the day after the close of the Draft EIS comment period. These are not included in the tables and charts in this report, but are summarized below:

- A communication from a resident of Redmond, Oregon, stressing the need for a “new bridge” crossing
- A communication from a resident of Eugene, Oregon, addressing technical issues related to the concept of “peak oil” and its potential impacts on travel patterns and volumes
- A communication from the Sightline Institute, addressing traffic and potential land use impacts
- A communication from the United States Department of Interior with technical comments related to potential impacts to 4(f) resources and natural resources. The comments related to 4(f) resources included the Fort Vancouver National Historic Site, Fort Vancouver National Historic Reserve, and the Lewis and Clark National Historic Trail. The communication included ideas for possible CRC project mitigation

## Appendix D – Notes on Comment Summarization

Because public outreach efforts were not statistically valid surveys, two issues arise when attempting to summarize public feedback:

- **ISSUES RELATED TO THOSE WHO CHOOSE TO COMMENT.** Because the project only receives feedback from members of the public who choose to submit comments, preferences and topics of importance may not be representative of broader public opinion. In addition to communications received directly from the public, third parties have also forwarded other people's comments to the project office.
  - CREDO, a mobile phone company, submitted identical form letters to the project on behalf of 171 customers. The letters included text broadly opposing “a 12-lane bridge” based on the statement that it “... accelerates the problem of global warming” and “... would exhaust Oregon’s capacity to fund alternative transit projects for a decade.” In developing this comment report, each CREDO letter was considered a comment about Climate Change, Project Cost, Transit, and Traffic, as well as a preference against building a Replacement Bridge. The form letters greatly increase the number of comments received in those categories.
  - The Jantzen Beach Moorage, Inc., gathered 129 signatures on a letter supporting the preference categories of Replacement Bridge and light rail, as well as discussing a variety of issues, ranging from property acquisition to aesthetics, greatly increasing the number of comments received in those categories.
- **ISSUES RELATED TO COMMENT WORDING.** Public feedback includes questions (for example, “How is barge traffic affected?”) and clear preferences (for example, “...put tolls on the bridge...”). Public feedback, however, also includes feedback that is hard to distinguish between a question and a preference (for example, in context, the question of “Has there been an analysis on the possibility of tunneling under the river?” was considered a statement of preference, because it was included in a page long discussion of CRC project constraints that the commenter believes would be solved by using a tunnel instead of a new bridge).

Because comment gathering methods were not statistically valid, this memo is best used as a reflection of the range of issues that have been communicated with project staff. The entire set of verbatim public comments is available on request.