



**From:** [Matt Whitney](#)  
**To:** [Draft EIS Feedback;](#)  
**CC:**  
**Subject:** CRC comments on DEIS  
**Date:** Monday, June 30, 2008 11:20:24 AM  
**Attachments:**

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Sir: I am a 25 year resident of North Portland and live within the CRC Project impact area.  
Please enter my comments about the Draft EIS for the CRC project.

1. I support the construction of a replacement bridge with light rail transit – Alternative 3 in the Draft EIS.
2. I support the construction of auxiliary lanes connecting Hayden Island to Portland without accessing the main span of I-5 and allowing a direct link to/from N. Marine Drive area via MLK.
3. Support light rail transit aligned along the west side of I-5 locating the light rail station adjacent to or over the intersection with Tomahawk Island Drive.
4. Support "world class" high quality architectural design for both the new Columbia River Bridge as well as the bridge across North Portland Harbor. An international design competition should be held and some of the world's best architects such as Santiago Calatrava & Renzo Piano, be invited to compete.
5. Support world class bicycle and pedestrian facilities connecting Hayden Island with Portland and Vancouver including direct connections to an improved Bridgeton Trail. As part of the CRC construction funding should be arranged for the completion of the Bridgeton Trail. The Bridgeton Trail is a part of the 40 mile bike trail for Portland and the new raised bridge would be a great opportunity to add a much needed link along the top of the levee.

6. Support the development of 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.

7. Require a workable access to Martin Luther King Blvd south of the entrance onto I-5 for this growing community and all of it's neighbors in places like East Columbia and Bridgeton neighborhoods.

8. Support the development of land and better local street connections to the Bridgeton and Kenton neighborhoods with a revised Marine Drive interchange. BNA supports further study of design alternatives for this interchange while maintaining the importance of the interchange as the highest volume freight corridor in the state of Oregon and avoiding impacts to the Expo as a regional trade and event center.

9. Tolling should be required on the main bridge and the toll should be higher than the highest one way transit ticket. Tolls for heavy trucks should be higher than autos. I also recommend that if I-5 is tolled, that tolls also be placed on I-205 to avoid congesting this parallel corridor.

10. Strongly recommends that the agencies responsible for bidding and constructing this project hire and promote the use of local, certified MWESB contractors and include opportunities for apprenticeships for the local workforce.

Thank you for the opportunity to comment. I look forward to hearing how many of the issues raised in this letter are resolved.

Sincerely,

Matt Whitney

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