



From: morry@mailsnare.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 25, 2008 9:14:12 PM
Attachments:

Home Zip Code: 98671
 Work Zip Code: 98671

Person:

Lives in the project area
 Works in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0195-001**
1. In Support of the following bridge options:
 Replacement Bridge
 Supplemental Bridge
 2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 Light Rail between Vancouver and Portland
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

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P-0195-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-0195-002

Comments:

My recommendations regarding options for a new bridge across the Columbia River:
1) Disregard Pearson Airport and build the better bridge across the Columbia River.

We NEED the bigger bridge; we DON'T need Pearson airport.
More people have crossed the bridge than have ever used the Pearson airport.
Historical relevance of the airport? It already has a museum.
The bridge has enough history that we could support a new museum.
I don't want to minimize the importance of the Pearson airport; but its museum has already captured all of its glory and importance.

I rode in a small aircraft at Pearson Airport one afternoon, with an experience pilot. We were to take a brief trip to another small airport to the northeast, then return. However, the pilot found that there were so many restrictions and requirements on that day, that he was unable to do anything more than practice "touch and go" exercises for half an hour, basically circling the airport. 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.
Pearson Airport is already limited on all four sides by highways, hills, and industrial development. It cannot enlarge.
Pearson has limited utility.
Pearson has safety issues.

We already have three other small airports in the area, along with the magnificent Portland International Airport, all of which service small planes.
There are three other nearby airports which can service the same small-aircraft flying needs:
Mountaindale Airport, near Sunset Highway and Mountaindale Road, 503-282-9701
Robert L. Delaney airport, north of Lake Vancouver, West of I-5, north of Vancouver Lake; 503-573-5130
Fly For Fun airport, 8807 NE 142nd Ave Vancouver WA, 4 miles NE of Vancouver; 360-253-4850

2) Buy out Pearson Airport and close it; and augment the facilities at one or more of the other three.

Alternatively, there is another area which could really use the characteristics similar to the Pearson Airport.
That is, at a location north of Stevenson, Washington.
There is already a small airport just north of Stevenson, the KeyWay airport, 509-427-

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The protection of Pearson Field, although important from the perspective of historic resource protection, the local economy, the provision of public services, and preferences stated by the City of Vancouver, is not the only factor influencing bridge heights over the Columbia River. Possible intrusions into Portland International Airport airspace, maintenance of marine navigation, construction staging, maintaining I-5 traffic, and constraints imposed by the location and alignment of the river crossing all constrain the ultimate design of the bridge. The upstream river crossing alignment was dropped for further consideration in October 2007. The downstream option has a curved alignment primarily for construction staging purposes, and connecting into existing I-5. The curved alignment limits the feasibility of several different structure types.

Since the publication of the DEIS, the Urban Design Advisory Group (UDAG) met multiple times to discuss the design of the bridges and ultimately endorsed the two-bridge concept in January 2009 and also endorsed the open-web concept in September of 2009. The Project Sponsors Council endorsed a two-bridge option in June of 2009, and also endorsed the Pedestrian and Bicycle Advisory Committee recommendations for a covered pathway with the conditions of the maintenance and security plan in September of 2009. Then in February 2011, the CRC Bridge Review Panel recommended that the project discontinue work on the open-web concept and instead select either a composite deck truss, tied arch or cable-stayed bridge type. Following additional analysis and outreach, the governors, in April 2011, announced selection of the composite deck truss as the preferred bridge type. For a more detailed description of the limitations and opportunities that influenced the bridge type selection process, please see Technical Screening Study Final Report December 2008, Aesthetic Screening Study Final Report March 2009, Final Type Study Report October 2009, CRC Project Bridge Review Panel Report, February 2011, CRC: Key Findings and Recommendation Related to Bridge Type, February 2011

and the memo from the governors offices – Moving Forward; CRC Background, Bridge-type Major Factors, Next Steps, April 2011. Much of this information is also summarized in Chapter 2 of the FEIS.

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If this one cannot be enlarged to match the Pearson, then I would suggest:

3) a new airport further north, along the Wind River Road.

The researchers watching Mount St. Helens, funded by the State of Washington to monitor the mountain, have the north side covered with access roads; but the south side has no fast coverage for those instances when the mountain rumbles and they want to get researchers up there in a hurry.

North of Carson, along Wind River Road, a small airport would afford excellent access to the south side of Mount St. Helens.

Plus, it will offer access to the amenities available at Stevenson (restaurants and motel).

4) Alternatively, money could be put into expanding the airport at Toledo, Washington.

It is also moderately close to highways to Mount St. Helens, and in addition, is close to several areas which are undergoing expansion of industrial activities (and its concomitant, housing.) Thus, expansion here would pay for itself.

5) The money needed to improve existing airports or building a new one will be adequately covered by the profit from the sale of the land on which the current Pearson airport now sits. If nothing else, one may consider the profit from utilizing the entire area as a parking arena for viewing the July 4 fireworks extravaganza. Surely, leasing the area at 10-year increments to industrial expansion would bring much greater income.

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