

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

- P-0532-001** 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.
- P-0532-002** 1. I support the construction of a replacement bridge with light rail transit – Alternative 3 in the Draft EIS.
 - P-0532-003** 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.
 - P-0532-004** 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.
 - P-0532-005** 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.
 - P-0532-006** 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.

P-0532-001

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-0532-002

The preferred design associated with the LPA provides a local multimodal bridge for access between Hayden Island and Martin Luther King Jr. Blvd/Marine Drive. The LPA would allow vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. For more information on project design, see Chapter 2 of the FEIS.

Access to NE Martin Luther King Jr Blvd. around the Marine Drive

P-0532-006 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.

P-0532-007 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.

P-0532-008 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.

P-0532-009 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.

P-0532-010 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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interchange would be afforded by multiple routes with the CRC project. Various operations for making these connections were analyzed and input was received from multiple stakeholders, including the City of Portland, the freight community, and nearby businesses and neighborhoods. A new connection would be built between N Vancouver Way and MLK Blvd east of I-5. Marine Drive west of I-5 would be realigned further south than the existing roadway and built to cross over the freeway and connect directly to MLK Blvd.

P-0532-003

Light rail transit is included in the LPA with a transit station near Tomahawk Drive on Hayden Island. For more information please see Chapter 2 of the FEIS.

P-0532-004

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving "design excellence that can be embraced by affected communities and users" and providing "a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

P-0532-005

Bridgeton trail is not currently in the CRC project scope, however an option for constructing a connection to the Bridgeton trail has recently been added to the project. The option would connect the new pathways beneath the Marine Drive Interchange to the proposed location of the Bridgeton Trail along the levee. Refer to Chapter 2 of the FEIS for further information on this option.

P-0532-006

As described in the DEIS, there will be new recreational facilities provided as part of the CRC project. These facilities include new bicycle and pedestrian pathways that extend over the river connecting in with existing and planned pathways and improved east-west connections throughout the project area, as well as the Community Connector over I-5 that will provide a location for passive recreational uses. Additionally, both the City of Portland and City of Vancouver may have opportunities to develop areas vacated following construction of the project into park and recreational facilities. A more detailed description of these connections and potential facilities can be found in Chapter 3 (Section 3.7) and Chapter 5 of the FEIS.

P-0532-007

Please see response to P-0532-002.

Following the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team established a Stakeholder Group to provide feedback on the function and design of the Marine Drive interchange. This advisory group was comprised of a wide range of stakeholders with strong interests in the final design of this interchange including Metro, TriMet, the Oregon Department of Transportation, the City of Portland, the Port of Portland, trucking and distributions companies, the Audubon Society, nearby property owners or operators, such as Diversified Marine and the Metropolitan Exposition

Recreation Commission, as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

Working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. For more information regarding this process and its outcome, please see Chapter 2 (Section 2.7) of the FEIS.

P-0532-008

Tolling was evaluated in the DEIS and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service of the facility. Regarding your specific tolling comments:

- The details of the tolling system are yet to be determined. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered.
- Tolling I-205 is not part of this project, but could be implemented separately if Oregon and Washington, in partnership with the Federal Highway Administration, determine it is needed to advance regional transportation objectives. Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205. However, under existing and No-build conditions, trips already, and would

continue to, divert to I-205 because of the unreliability and congestion in the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift back to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. Thus the net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project as without it. Chapter 3 (Section 3.1) of the DEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

P-0532-009

Both ODOT and WSDOT are committed to assisting qualified minority and women-owned businesses to obtain design or construction related contracts for the Columbia River Crossing Project. While local contractors are welcome to apply, Federal contracts cannot dictate the use of local contractors. The construction phase for this project is anticipated to begin not earlier than 2013. Firms seeking to assist the CRC project in this next phase of work should first make sure that they are registered as a state certified contractor in either Washington or Oregon or both. Both ODOT and WSDOT have information on their websites about this process. Firms are also encouraged to contact the agencies directly to obtain certification and make sure they have all relevant information. Firms should stay current with project developments by signing up for e-Updates via the CRC website.

P-0532-010

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.