



**From:** [doretta@doretta.com](mailto:doretta@doretta.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 19, 2008 3:49:46 PM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code: 97217

Person:

Lives in the project area  
 Works in the project area

Person commutes in the travel area via:

Bus  
 Other - MAX

**P-1131-001**

1. In Support of the following bridge options:  
 Replacement Bridge
2. In Support of the following High Capacity Transit options:  
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: No  
 Mill Plain (MOS) Terminus: Unsure  
 Clark College (MOS) Terminus: Unsure

Contact Information:

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Comments:

**P-1131-001**

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-1131-002** | I favor a new bridge with three through lanes plus the appropriate number of additional lanes to reasonably keep local traffic out of the through lanes and to keep on ramp and off ramp traffic from weaving together any more than is necessary.
- P-1131-003** | The new bridge must include light rail to downtown Vancouver (not just along I-5) and provide first-class service for bikes and pedestrians.
- P-1131-004** |
- P-1131-005** | The new bridge should make a positive aesthetic statement, 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.
- P-1131-006** |

### **P-1131-002**

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

### **P-1131-003**

Please refer to response to comment P-1131-001.

### **P-1131-004**

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

#### **P-1131-005**

The CRC project team put together a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. The 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.” The project team, in coordination with UDAG, is committed to designing an inspiring bridge, utilizing imagery which reflects local history, and incorporating public art into the project. As the bridge needs to accommodate river navigation and flight patterns, certain high-profile design options have been eliminated. However numerous other design options are being considered, including using creative light displays, sustainable elements,

and unique landscaping. A more detailed discussion of bridge designs can be found in Chapter 2 of the FEIS.

**P-1131-006**

Access to NE Martin Luther King Jr Blvd. around the Marine Drive 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 single-point urban interchange would be built connecting all movement between I-5 and MLK Blvd. 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.

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.

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See Chapter 2 of the FEIS for a description of these local road improvements.

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, Tri-Met, 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.