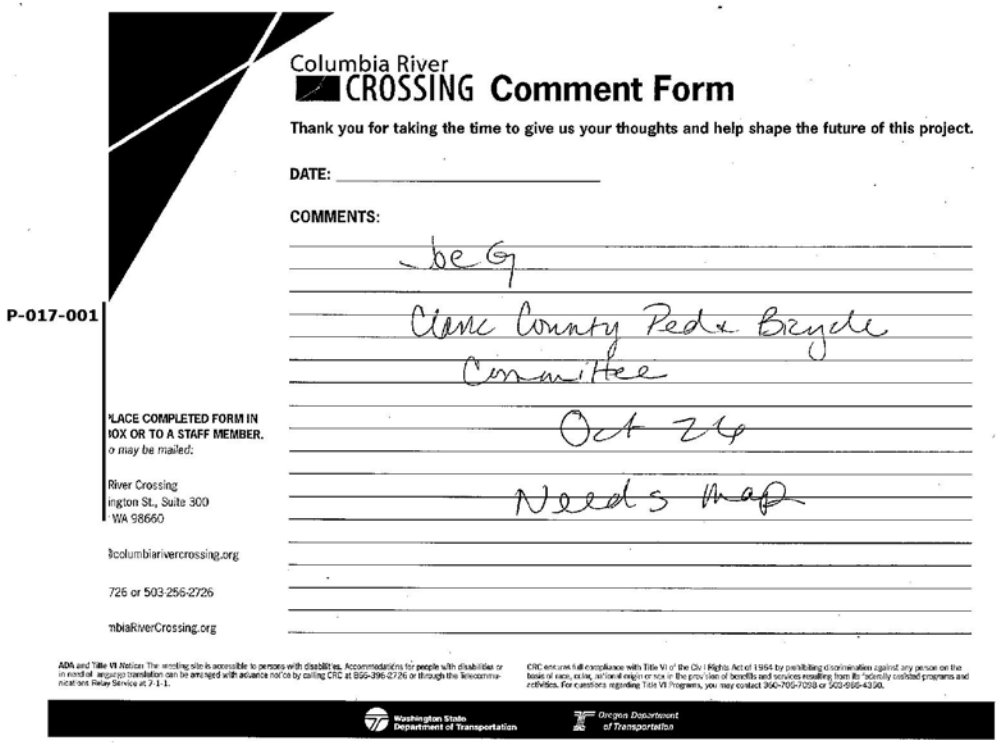

Columbia River
CROSSING **Comment Form**

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: _____

COMMENTS:

be G
Clark County Ped & Bicycle
Committee
Oct 24
Needs Map

P-017-001

PLACE COMPLETED FORM IN
BOX OR TO A STAFF MEMBER.
o may be mailed:

River Crossing
ington St., Suite 300
WA 98660

columbiarivercrossing.org

726 or 503-256-2726

mbiaRiverCrossing.org

ADA and Title VI Notices: The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities or in need of language translation can be arranged with advance notice by calling CRC at 866-396-2726 or through the telecommunications Relay Service at 7-1-1.

CRC ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding Title VI Programs, you may contact 360-705-7098 or 503-986-4350.

Washington State Department of Transportation

Oregon Department of Transportation

P-017-001

Please contact the project office for maps and future meeting requests. There are now very detailed maps online, but we can print/plot a large one for your future use.

Hines, Maurice

From: Allbefit@aol.com
Sent: Wednesday, September 21, 2011 10:37 PM
To: Columbia River Crossing
Subject: CRC and the Media Lie:

P-018-001

CRC Project: a few years ago two states spent one million dollars on this project. I spoke before Merto Council and asked to give me an opportunity and promised in a few days to improve traffic without big spending. My Offer was rejected.
Till today states spent $14.7 million on it.
And the media: the Oregonoan constantly continue to lie and continue to make politicians who paid it, named Cornilles a "leading candidate". Leading candidate? There was a forum of candidates, and the people shaked my hand for what I stand up, but not Cornilles hand, who support CRC I-5 Bridge. I oppose this bridge,
First, there is no need to replace I-5 Bridge: I promise to improve traffis.
No one taxpayers dollar will be spend on this project till I will improve traffic.
Second: yes, it would be good to create 2,000 jobs, but not on this, but other project, but again "but": where money will come from? Borrow from China, Russia and Jupan? NO!
//

To: We the People Pavel Goberman - Candidate (R) for US Repr. 1st Cong. Distr.
Campaign: "I Promise To Create Millions Jobs And Balance Budget".
P.O. Box 1664 FEC ID # C00487249
Beaverton, OR 97075 FEC OR ID # H 6
OR 01209
(503) 643-8348
www.getenergized.com and on left click on:
Vote
allbefit@aol.com getfit@getenergized.com

STATEMENT / REASON WHY I'M RUNNING FOR US CONGRESS:
Special Primary Election is on November 8, 2011

I don't see any one better than me could help this state and nation, and I have a concrete plan to help Oregon State and nation, and will be much beneficial than army of "experienced" US Senators, Congressmen, President and other candidates, who say: "We need, We must". I have an education, life and business experience. I'm honest, incorruptible (no not accept any "donation, contribution"), with faith, integrity and high moral principles, will not be a puppet in hands of donors and will not lose my dependency on We the People. For Government By and For the People.
As elected US Representative I promise to help: 1) In a few months to create a few thousands jobs in Oregon and a few millions jobs in the USA without raising taxes. Stop our dependency of foreign oil or it could cripple this country. 2) In a very short time to balance national budget, that saved nation $1 Billion a year paid on deficit interest, and even create a surplus. Debt is a terror against our country; Amendm. XIV, Section 4. 3) Save nation a few billions dollars on the health care.

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P-018-001

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, and 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-018-001

4) Improve heavy traffic on all national highways and in cities. I will save $4 billion on Columbia Bridge, 5) Elect US Judges and Attorneys, but not appoint them, as it is now, that is a rape of our Constitution, 6) With this rotten judicial system many innocent people are in prisons. I will investigate Complaints, 7) Put some federal and state politicians, US and state judges and DA Schrunk (a mobster) in prison for official misconduct, that is a felony, for violation of the Constitution and the Code of Ethics for Government Employees,
8) Stop politicians and the big media junta to sell this country: take money off elections, 9) Improve the quality of education and discipline in schools. Teach children to respect parents, teachers and seniors. Teach children about danger of premature sex, because the taxpayers are paying for it. Prevent children obesity - give to children a jump ropes and I will do competition with them. 10) Harder punishment for crimes. Prisoners must work and pay back to society for damage, 11) Car / truck insurance. It is a "street robbery", extortion of money . If a person has no an accident, 50 % money back, 12) Stop send big money to countries where the people are saying: "Death America". Help own people. 13) Reduce income and property taxes, 14) Reduce the cost of drugs and gasoline, 15) Lock up borders to terrorists and criminals, 16) More students grants and loans must with no more than 3% interest, 17) Give a tax break to owners / landlords of Manufactured Mobile / Dwelling Homes and RV Parks for to keep them open,
18) NASA must concentrate now not on to fly on Mars and Moon, but on to fight natural disasters: to make clouds and rain to fight droughts and fires; prevent floods and hurricanes, 19) Stop the government of the USA from to make unconstitutional laws violating the freedom of citizens and businesses,
20) Stop the government of the USA to violate Amendment XIV, Section 1: steal citizens from other countries
21) Establish a child care on workplaces,
22) Everyone, not only judges. has a right for own protection keep physical address confidential,
23) Stop collection agencies to harass many innocent people, make them guilty without court order,
24) English must be official language,
25) Legalize Marijuana and others beneficial for patients drugs,
26) Ban on all lobbyists. They must have same rights as every voter,
27) Credit agencies and collection companies will have a legal responsibility for extortion of money,
28) Work with the United Nations develop one international language, 29) To make a peace on the Middle East. The approach to peace there is wrong, 30) Defend nation from a weapons of mass destruction,
31) The Oregon Public Broadcast must pay back to society for financial support and must inform and educate the public about candidates running for US Representative 1st Congressional District, but it refuses to do it. Call OPB: (503)244-9900 or 503-293- 4000

Pavel Goberman - "Unique political phenomenon", from article about me.

P.S. Democrats, in the Primary Nov. 8, 2011 Special Election, my name will not be in your Ballot. So, think, read the Voters's Pamphlet, and if you think I'm the best - write my name in Ballot. P.G.

Hines, Maurice

From: Brennen Hankins [b_hank26@yahoo.com]
Sent: Wednesday, September 28, 2011 2:23 AM
To: Columbia River Crossing
Subject: Jantzen Beach Interchange: Have your cake and eat it too

P-019-001

I read the the following article in *The Oregonian*, and I think I came up with a mutually beneficial solution: Why not stack the lanes of the bridge, ala the Queensboro Bridge in New York City, or, more locally, the Marquam bridge over the Willamette. It'd cut the width of the bridge nearly in half, yet you could still put in lanes without taken out all of the businesses or the harbor. Plus, you could put in an interchange with much more ease, thanks to the decreased width (i.e. since the freeway is stacked on top of itself, it would be possible to put in a left-side exit lane on the southbound lane, over where the previous freeway stretch runs, decreasing the need to buy up more land.)

Just something to consider.
-Brennen Hankins, Salem, OR

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P-019-001

The selected alternative proposes two stacked bridges across the river, with highway lanes on the top decks and light rail transit and a pedestrian and bike path on the lower decks. Other stacking options are possible but this configuration provides substantially better access and lower impacts than putting traffic on two separate levels and putting light rail or bike/peds on the top level.

From: Walter L Johnson [mailto:seniormoment@comcast.net]
Sent: Tuesday, September 13, 2011 12:06 PM
To: Columbia River Crossing
Subject: How much of the Columbia River Crossing project could be deemed either shovel ready or brought to that stage quickly?

P-020-001

How much of the Columbia River Crossing project could be deemed either shovel ready or brought to that stage quickly? I have been shocked that so little design work has taken place for the over $100 million dollars spent so far. Indeed it didn't appear that any of the elements in the project were able to qualify for special federal funding in the previous opportunity for shovel ready projects and now more than two years later I suspect the same is true.

When I worked for the Bureau of Public Roads about four decades back, the engineers did survey work one summer, designed the highway segment (four miles on that project) over the winter with the help of a small staff and a supervising engineer, and built it the summer after the land survey using a small crew engineering aids, all but one of whom were seasonal employees, plus one laboratory technician to test concrete and soil. And, the project was completed on time and on budget.

Now more than $100 million has been spent with not even a road widening related to the project insofar as I can tell.

Walter L Johnson

P-020-001

Considerable design work has occurred to advance the project through the NEPA process. The completion of the NEPA process marks the point at which a final alternative is selected and then can be advanced into final design. See the discussion of the process in Chapter 2 of the FEIS.

From: Walter L Johnson [SeniorMoment@comcast.net]
Sent: Saturday, September 17, 2011 7:07 AM
To: Columbia River Crossing
Subject: A potential bridge aesthetic feature
Categories: Orange Category

P-020-002

A friend from Vermont sent me this link, http://www.new-england-vacations-guide.com/covered-bridges-article.html and it raised in my mind the possibility of covering the I-5 Columbia crossing bridge, or at least the pedestrian portion of it with open views, to extend the life of the bridge surface, to draw tourists just like the Golden Gate Bridge, and to add an historically relevant feature given both our timber industry, and the age of the Fort Vancouver as the site of the Hudson Bay Company, and to end arguments over what kind of feature should be added to make the bridge unique.

Walter L Johnson

P-020-002

Thank you for thinking creatively about the project. We have, in fact, looked at coverings and found them to be generally too costly for the current economic conditions. However, the project has continued to find ways for covered project elements to contribute positively to the community's aesthetics. The pedestrian and bike facility under the roadway deck will provide rain cover for users, and will have 3,000 feet of spectacular views. There is also a lid included in the project, the Community Connector, immediately south of the Evergreen bridge.

Hines, Maurice

From: Herman Kachold [hkachold@msn.com]
Sent: Friday, October 14, 2011 1:57 PM
To: Herman Kachold
Subject: Fw: Audubon Flier on the West Hayden Island Alternatives
Attachments: Save West Hayden Island November 2011.doc

From: Bob Sallinger
Sent: Thursday, October 13, 2011 3:31 PM
To: 'Jonathan Ostar' ; 'Herman Kachold'
Cc: 'Donna Murphy' ; 'Pamela Ferguson' ; 'HILP'
Subject: Audubon Flier on the West Hayden Island Alternatives

Hi All,

P-021-001

Please see attached for Audubon flier on the two West Hayden Island Alternatives.

Side One makes the case for why no marine industrial development should occur on WHI and offers our vision for a permanently protected natural area
Side Two makes recommendations on the specific alternatives being offered in the event the city does proceed forward despite opposition.

Feel free to distribute as you see fit. We are using this document at the open houses.

Best

Bob

Bob Sallinger
Conservation Director
Audubon Society of Portland
5151 NW Cornell Road
Portland, OR 97210

(503) 292-9501 ext. 110

Help Save West Hayden Island Wildlife Area! Hundreds of acres of forest, meadow and wetlands at risk of being converted to parking lots! Go to http://www.facebook.com/home.php?#!/pages/Save-West-Hayden-Island/136664296349832?ref=ts

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P-021-001

West Hayden Island is outside of the CRC project's study area.

P-021-001

We envision a fully restored 800+ Acre Wildlife Area and Nature Park at the confluence of the Willamette and Columbia Rivers: A place that provides habitat for more than 100 species including bald eagles, painted turtles, federally listed salmon and steelhead and extraordinary opportunities for people to hike, paddle and enjoy nature in an urban environment.

Visitors will explore a mosaic of wetlands, grasslands, beaches and one of the largest intact bottomland hardwood forests left on the Lower Columbia River. A new nature center will provide programs for children and adults about the unique role that confluence areas play in the migratory cycles of our imperiled fish and wildlife populations. Our local green economy will be supported by nature based recreation, restoration projects, and establishment of a regional mitigation bank to allow for marine development in more appropriate locations.

West Hayden Island will symbolize our commitment to restoring balance to our urban landscapes and leaving the land better than we found it for future generations

Audubon Society of Portland
Founded in 1902

Save West Hayden Island

October 2011

The City and Port continue to move forward with their efforts to pave over the West Hayden Island Wildlife Area for future marine terminals. This 826-acre natural area located at the confluence of the Willamette and Columbia Rivers represents one of the most important habitat areas in the city of Portland. The Port is currently in the process of trying to have the island annexed and rezoned so that it can build hundreds of acres of parking lots and marine industrial infrastructure---a facility for which there is no demonstrable need.

Pubic opposition to this project from conservation and community groups over the course of more than a decade has prevented the Port and the City from moving forward with annexation and rezoning. We are making progress! The Port's original demands for more than 600 acres of development have now been reduced to 300 acres and claims by the Port that it was physically impossible to build this facility at a smaller scale have repeatedly been proven false. Still this is a HUGE facility---more than 5 times the size of the Oregon Zoo-----more than 200 city blocks---that will be built in the middle of a floodplain. Even though no final decision has yet been reached on West Hayden Island, the Port is already filling the island's floodplains with tens of thousands of cubic yards of contaminated dredge materials from the Portland Harbor Superfund Site to prepare the island for development.

1) West Hayden Island is a critically important natural area:

- It contains 826-acres of intact habitat including 39 acres of wetlands, more than 100 acres of grasslands and 4% of the remaining intact cottonwood bottomland habitat between rivermile 12 and rivermile 145.
- It is home to at least 81 species of birds, 9 mammal species, 4 amphibian species (including bald eagles, western painted turtles, and provides critical habitat for federally listed salmon.
- It is designated as Class 1 riparian habitat and a "Habitat of Concern" under Metro's Title 13
- Former US Fish and Wildlife Service State Supervisor Kemper McMaster has written the West Hayden Island is considered "an important conservation asset regardless of its location. Its presence on and otherwise highly urbanized landscape accentuates its importance."

2) West Hayden Island is located almost entirely in the floodplain. In 1996, almost all of West Hayden Island was underwater. This is not the place to construct industrial facilities.

3) The Port of Portland has not justified destroying West Hayden Island to build a marine industrial facility. The Port has not sufficiently explored other opportunities such as collaboration with the Port of Vancouver to make more efficient use of the industrial land supply.

4) The new bridge (yes, another new bridge!) that would be required to support development on West Hayden Island will cost over $100 million of your tax dollars.

5) East Hayden Island is currently one of the most park deficient areas in the City: Protecting West Hayden Island as a natural area would create outstanding recreational opportunities to enjoy nature in North Portland and it would undoubtedly become one of the regions premier natural areas.

To stay up to date on efforts to permanently protect West Hayden Island, check out our Save West Hayden Island Facebook Page.

For more information contact Audubon Conservation Director, Bob sallinger at
bsallinger@audubonportland.org

City of Portland Open Houses

P-021-001

The City has produced new concept plans that will available for public review over the next two weeks. Please go to one of two open houses to comment on these concept plans. It is important to send three key messages:

1. No development should occur on West Hayden Island---it is a critical fish and wildlife area that should be protected in its entirety

2. If the city does proceed forward with annexation and rezoning, we recommend the following elements be incorporated from the two draft concept plans:

    - Development Footprint: Audubon supports Option B. Option B results in the least fragmentation and disturbance and highest ratio of interior to edge habitat in the remaining habitat that remains. It will result in a much healthier landscape over the course of time. Option A significantly fragments much of the remaining habitat--because of this is real footprint is close to 450 acres rather than 300.

    - Recreation: Audubon supports a modified Option B. We believe that additional recreational opportunities could be added to option B. However it is important to leave portions of the island untrailed. We support the concept that parking, boat ramp and nature center and other amenities should be at the edge of the natural area (ideally east of the bridge rather than in the middle. Option A places parking, roads, boat ramps into the interior of the habitat areas and fragments the entire island with trails.

    - Bridge: Audubon is not for or against a bridge to West Hayden Island. However if a bridge is built, Option B would minimize its impacts whereas Option A would require even more fragmentation of the remaining habitat

3. The City must complete additional studies before making a decision. these include:
    - Alternative site analysis--specifically regarding more efficient use of existing industrial land base in Portland Harbor and collaboration with the Port of Vancouver
    - Cost/ Benefit analysis including assessing impacts on the health and livability of nearby communities
    - On and Offsite Mitigation Plan

4. Any development that does occur needs to be completely mitigated in a way that results in a net increase in ecosystem function

West Hayden Island Grasslands

Hines, Maurice

From: Art Lewellan [lotilivo@gmail.com]
Sent: Thursday, September 29, 2011 11:08 AM
To: Columbia River Crossing
Cc: Art Lewellan
Subject: The CRC Hayden Island interchange design is unsafe, bloody unsafe...

Categories: Orange Category

P-022-001

The CRC as proposed does not create SAFER access to Hayden Island. Statistical accident rate & severity is worse. Both exits onto Hayden Island are downhill which increases stopping distance. Exiting traffic must come to a complete stop at a "T" with forced turns. Stopped traffic backs up while waiting for traffic entering the freeway to pass. Faster freeway speeds lead to faster exiting onto less visible downhill ramps with backed-up traffic and little emergency escape space. The design 'creates' a pair of extremely dangerous exits.

The Hayden Island interchange design is NOT SAFE for motorists nor pedestrians as air, water, noise, land-use & redevelopment potential, and island traffic management overall are worse than existing ramps and alternative designs.

P-022-002

The public deserves a 'fair review' of the CRC Commission's own Off-island Access Alternative Concept #1 -plus- building ONLY the Southbound bridge and using both existing bridges for northbound lanes. (Using both exiting bridges for northbound traffic improves safety.) The eventually-built northbound bridge replacement does NOT need a lower deck. Being lighter, it can be an elegant cable-stayed design to complement the utilitarian stressed-truss of the southbound bridge.

P-022-003

This phased approach to the CRC project sets up a traffic pattern that necessitates further study of northbound interchange designs in Washington State. It most likely reduces costs, but more important, achieves higher safety standards. I blame Wsdot more than ODOT for the recklessly inferior engineering. Wsdot's bored tunnel under downtown Seattle guarantees demolition of historic Pioneer Square and other downtown towers, but Wsdot only serves automobile-related business interests who profit from car-dependency. The tragedy of highway & traffic-related deaths is irrelevant to Wsdot directors and department heads.

Art Lewellan
1020 NW 9th #604
Portland 97209

P-022-001

The proposed grades and deceleration and acceleration lengths for the ramps to and from Hayden Island will meet ODOT and AASHTO standards. This will be an improvement compared to the existing interchange. The biggest improvement will be on the northbound entrance ramp where virtually no acceleration space is provided for the existing ramp. This is where the highest accident rate is recorded in the project area. The northbound and southbound exit ramps are similarly improved where the current deceleration is about 50% and 80% of standard, respectively, and the improvements will exceed the required standard. In all cases, the stopping sight distance provided will meet standard. Other improvements include the braiding of the ramps between Marine Drive and Hayden Island and the construction of the local bridge, both of which will serve to reduce the number of conflicts on the mainline and help improve the operations on the ramps.

P-022-002

The supplemental bridge alternatives evaluated in the EIS are very similar to the proposal you describe. Many different project components and alternatives were considered for the CRC project. Please see the summary of the alternatives evaluation process in Chapter 2 of the FEIS, which includes references to source documents on the alternatives screening process, and the reasons that the LPA is the selected alternative.

P-022-003

The traffic and highway engineers have designed the LPA to improve safety with full-build or with the phased option. Any future construction phasing will be analyzed to ensure safety in the roadway design.

Hines, Maurice

From: Lotilivo@gmail.com
Sent: Thursday, September 29, 2011 11:10 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: PSC Comment

From: Art Lewellan
E-Mail: Lotilivo@gmail.com
Comment or Question:

P-022-004

The CRC as proposed does not create SAFER access to Hayden Island. Statistical accident rate & severity is worse. Both exits onto Hayden Island are downhill which increases stopping distance. Exiting traffic must come to a complete stop at a "T" with forced turns. Stopped traffic backs up while waiting for traffic entering the freeway to pass. Faster freeway speeds lead to faster exiting onto less visible downhill ramps with backed-up traffic and little emergency escape space. The design 'creates' a pair of extremely dangerous exits.

The Hayden Island interchange design is NOT SAFE for motorists nor pedestrians as air, water, noise, land-use & redevelopment potential, and island traffic management overall are worse than existing ramps and alternative designs.

The public deserves a 'fair review' of the CRC Commission's own Off-island Access Alternative Concept #1 -plus- building ONLY the Southbound bridge and using both existing bridges for northbound lanes. (Using both exiting bridges for northbound traffic improves safety.)

The eventually-built northbound bridge replacement does NOT need a lower deck. Being lighter, it can be an elegant cable-stayed design to complement the utilitarian stressed-truss of the southbound bridge.

This phased approach to the CRC project sets up a traffic pattern that necessitates further study of northbound interchange designs in Washington State. It most likely reduces costs, but more important, achieves higher safety standards.

I blame Wsdot more than ODOT for this recklessly inferior engineering. Wsdot's bored tunnel under downtown Seattle guarantees demolition of historic Pioneer Square and other downtown towers, but Wsdot only serves automobile-related business interests who profit from car-dependency. The tragedy of highway & traffic-related deaths is irrelevant to Wsdot directors and department heads. Blood is on their hands.

Art Lewellan
1020 NW 9th #604
Portland 97209

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P-022-004

Please see the responses above.

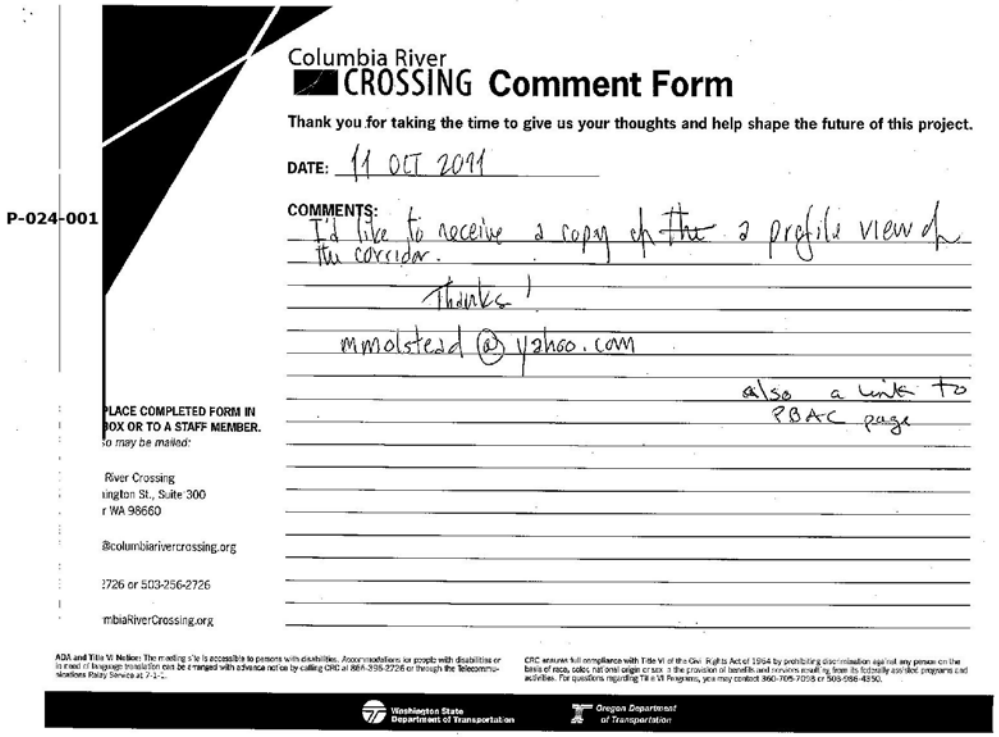
-----Original Message-----
From: rmoewe@aol.com [mailto:rmoewe@aol.com]
Sent: Tuesday, October 04, 2011 7:44 AM
To: Columbia River Crossing
Subject: Comment from CRC Submit Comments Page

From: richard moewe
E-Mail: rmoewe@aol.com
Comment or Question:

P-023-001 Who/how do I reach. I am semi retired from 30 yrs in transit construction management, looking to downsize and live in WA. Join WDOT or ODOT for this specific project. Please point me in the right direction

P-023-001

Please visit the ODOT and WSDOT websites for more information about job openings and contracting opportunities.



Columbia River
CROSSING **Comment Form**

Thank you for taking the time to give us your thoughts and help shape the future of this project.

P-024-001

DATE: 11 OCT 2011

COMMENTS:
I'd like to receive a copy of the 2 profile views of the corridor.
Thanks!
mmolstead@yahoo.com
also a link to PBAC page

PLACE COMPLETED FORM IN
BOX OR TO A STAFF MEMBER.
o may be mailed:

River Crossing
ington St., Suite 300
r WA 98660

@columbiarivercrossing.org

2726 or 503-256-2726

mbiaRiverCrossing.org

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Washington State Department of Transportation | Oregon Department of Transportation

P-024-001

The profile was sent to you on the 21st of October. If you would like any additional information, please contact the project office.

From: fredtrain@aol.com [mailto:fredtrain@aol.com]
Sent: Saturday, September 17, 2011 8:26 PM
To: Columbia River Crossing
Subject: Re: CRC's Final Environmental Impact Study

P-025-001 Excuse me. The FEIS isn't only supposed to be another propaganda piece. It's supposed to answer all the comments received on the DEIS. You got a lot of substantive comments about the faulty assumptions, analysis and conclusions in the DEIS and documents leading up to it. Some comments were quite extensive in their scrutiny and suggestions of alternatives.

Fred Nussbaum
6510 SW Barnes Road
Portland, OR 97225
503.292.5549

-----Original Message-----
From: Columbia River Crossing Project <feedback@columbiarivercrossing.org>
To: FredTrain <FredTrain@aol.com>
Sent: Thu, Sep 15, 2011 9:17 pm
Subject: CRC's Final Environmental Impact Study

You're Invited

to learn about plans to address safety and traffic problems on I-5.

Publication of the Columbia River Crossing (CRC) Final Environmental Impact Statement (EIS) brings the project closer to completing the planning phase. The Final EIS contains analyses of the project's potential environmental and community effects. It also describes how a replacement Interstate Bridge, light rail and other project elements will improve safety and relieve congestion.

Drop-In Information Sessions
Wednesday, October 12, 2011
2 – 4 p.m. and 6 – 8 p.m.
Vancouver Community Library
901 C Street, Vancouver, WA 98660

Thursday, October 13, 2011
2 – 4 p.m. and 6 – 8 p.m.
Jantzen Beach SuperCenter Community Room
1405 Jantzen Beach Center, Portland, OR 97217

PLAN YOUR TRIP: www.trimet.org or www.c-tran.com

For more information about the FEIS drop-in information sessions please visit our website.

Direct questions or comments tofeedback@columbiarivercrossing.org

P-025-001

The level of detail in the DEIS was intended to inform the public and other stakeholders with relevant information in order to understand the impacts and trade-offs associated with various alternatives. While some readers felt that the DEIS did not have enough detail, others felt that it was too long and detailed.

Public open houses and numerous public meetings were held to provide opportunities for public participation. Additionally, the project team attempted to respond to questions about the location of certain information in the DEIS during the DEIS comment period. Comments on the DEIS have been considered, and were further discussed and assessed at numerous meetings following the selection of the LPA. There are many ways in which the comments on the DEIS have influenced the project's design. The changes to the project which were initiated by citizen input are discussed in Chapter 6 (Public Input on the Draft EIS) of the FEIS.

Hines, Maurice

From: fredtrain@aol.com
Sent: Friday, October 14, 2011 1:18 AM
To: Columbia River Crossing
Subject: URGENT: Can't find FEIS Comment period information when searching your site

P-026-001

I have been searching your web site in vain for information on the FEIS and the comment period for the FEIS. All I get is a listing of DEIS topics. Not only is this frustrating, but you may be violating federal public input rules. It is my understanding that the end of the Comment Period is near. I need to know when that is and I need to know it immediately.

Thank you,
Fred Nussbaum
6510 SW Barnes Road
Portland, OR 97225
503.292.5549

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P-026-001

The FEIS and details on the review period were available on the project website during the entire review period. Upon reciept of his email, project staff contacted Mr. Nussbaum by phone to direct him to the requested information on the website. It is important to note that, when adding them to the website, care was taken to ensure that links related to the FEIS were easy to find.

Terry Parker for Metro

to make a difference

P.O. Box 13503, Portland, Oregon 97213 - 0503 Phone: 503 284-8742
parkert2012@gmail.com

Subject: Comments to the Columbia River Crossing October 12, 2011

P-027-001

While I can support the decision already made to construct a new I-5 Columbia River Crossing between Portland and Vancouver: I do however believe there is a less expensive option that "should" have been fully explored. Such an option would have included a new, safer I-5 bridge for through traffic coupled with an earthquake retrofit and repurposing the existing historical bridges for local traffic, transit alternatives, bicycles and pedestrians. With a Locally Preferred Alternative already chosen, I view a lower cost option of this type as a fallback plan B if the dollars for the LPA don't materialize. Since LPA will remove the existing bridges at a cost of well over a million dollars; at the very least, the existing bridge spans – currently in good shape - should be saved and reused someplace where a bridge or bridge replacement is needed.

What I can NOT support is the current CRC funding plan. All the dollars for the entire project - including nearly $900 million for light rail - directly or indirectly are coming from highway user paid taxes and fees. New Starts funds, for example, are siphoned off from the Federal Highway Trust fund that is supported by the federal taxes on motor fuels. The additional projected $400 million in federal dollars that could possibly come from a Highway Projects of National and Regional Significance program are likewise from the Federal Highway Trust Fund. The latter dollars however appear to cover little more than the potential projected cost of the bicycle infrastructure. The $450 million each the states of Oregon and Washington are expected to kick in will also come from taxes on motor fuels and other highway user paid fees. That leaves nearly $1.3 billion to be extracted through another mechanism which is tolling.

I-5 is the primary West Coast interstate commerce corridor between Canada and Mexico. Where are the federal dollars for the highway component of the CRC? Being the principal stakeholders, where is the representation or even a CRC working advisory group for the motorists? Commuters driving from the Washington side of the river have been contributing $150 million each year into the Oregon treasury, plus much more into the Oregon economy. That could even increase with expansion of the Silicon Forest in Washington County. The CRC is a multi-mode project with three basic legs; highway, light rail and bike/ped. Yet 100% of the existing funding scheme to pay for the entire project is coming from only one leg. Tolling only the highway users, especially hammering the working class commute time highway users with congestion priced tolling, amounts to a prejudiced redistribution of wealth. The "big hole" in the bridge plan is the lack equity and fairness. Charging the highway users high and excessive tolls will only have a negative impact on jobs and the local economy, especially for small businesses and small service companies that have accounts on both sides of the river. Since the benefits of a new crossing will be shared, then so must the sacrifices.

A cultural shift needs to take place that equitably balances the user fees by justly distributing the costs for a new CRC to the users of all vehicle modes including tolls for bicycles and a surcharge on transit fares while minimizing the highway tolls. Additionally, broadening the funding base is a step in the right direction for alternative transport infrastructure to become more financially self-sustainable while also providing a steady revenue stream less impacted and interrupted by oil prices, commuting tends or traffic projections. The reality check is that some tolling must occur for this project to be built. Taxpayer equity requires that all bridge users contribute and pay a proportional share of this needed economic generator and transportation project.

Respectfully submitted,

Terry Parker

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Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS. The issue of adverse impacts to businesses, resulting from tolling, was addressed as part of the economics analysis and is described in detail in the Economics Technical Report. This report, and Chapter 3 (Section 3.4) of the DEIS, note that the increased costs incurred because of tolls would generally be offset by the improved travel options and travel times. Under existing and No-Build Alternative conditions, congestion delays and high crash rates have significant costs for local businesses and travelers; improving these conditions is one of the purposes of the project. Tolls could discourage home-based shopping trips from Clark County to points in northern Oregon, such as Hayden Island and Airport Way. However, the variable-rate toll structure that was evaluated in the DEIS allows for different rates to be charged by time of day. Therefore, discretionary trips, such as those between Oregon and Washington for retail purposes, could be taken in off-peak hours when toll rates are at their lowest, reducing the effect of the tolls on these types of trips. Also, CRC would provide improved transit connections between Clark County and Oregon, offering travelers a toll-free alternative for reaching

destinations across the river. Details of the tolling system are still being refined as the project development enters the final design stage. 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. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

From: King, James
Sent: Monday, September 19, 2011 11:27 AM
To: Francis, Carley; Hines, Maurice
Cc: document.control
Subject: Second D. Peterson Call - total project cost of acquisitions numbers

Good morning,

Debbie Peterson called me directly this morning at 11:09 am. I spoke with her for two minutes. She iterated her request from her earlier voicemail – which I've since forwarded to you both earlier this morning.

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Ms. Peterson is asking for, "total project cost of acquisitions numbers, for both highway and transit, broken down by parks, business and homes."

She indicated that she was certain this information was in the newly released FEIS but she could not find it. Ms Peterson said she would hold for the answers, as she was sure we were asked for this data all the time and that she was sure that I would have the data handy for her. I indicated to Ms.Peterson that, "the leg work to get her those numbers would take some time to complete."

JK

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Ms. Peterson received a response to her request on October 7, 2011.

From: "Kevin Peterson" <petersondesign@centurytel.net>
To: "Lenzi, Jerry" <LenziJC@wsdot.wa.gov>
Cc: "Boyd, Nancy" <boydn@columbiarivercrossing.com>
Subject: cemetery
Hi Jerry,

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The attached paper is what my understanding of the cemetery issue is.

Also attached is a paper put together on potential benefits to Fort Vancouver for the straight alignment.

Both are good reads and communicate my basis for suggesting that the claim a cemetery exists or burials where the C-D straight alignment is placed is likely less of a cultural resource disturbance than the proposed downstream alignment.

As always, please do point out where I might be wrong. I have no intention of misrepresenting the truth as this is, in my opinion, an unprofessional thing to do.

Best regards,

Kevin

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Project staff have reviewed the paper Mr. Peterson provided that suggests an upstream replacement I-5 bridge with a straight alignment would result in fewer disturbances to cultural resources. The decision to build a replacement bridge downstream of the existing bridge is one that has been vetted and analyzed carefully, subsequent to a rigorous technical and public process. Since 2005, CRC has involved the Fort Vancouver Historic Trust, the National Park Service, the City of Vancouver, more than a dozen tribal governments, and other state and federal agencies in the development and review of technical information. The general public and multiple stakeholder groups have also been engaged as part of a robust public process which boasts over 950 public events and meetings to date.

Staff have discussed Mr. Peterson's ideas with him on multiple occasions in 2010 and 2011. He also had the opportunity to present to the CRC Bridge Review Panel at the end of 2010. Many of the ideas that he brought forth had been previously considered during the past six year planning process for the CRC project. New ideas were also evaluated by project staff and the Bridge Review Panel after meeting with him. An upstream alignment was considered but rejected during the alternatives development process because of the reasons described in the DEIS and FEIS, and these reasons remain valid.

Cemetery Concerns
Is a cemetery located near the River?

Contents

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Abstract:
The CRC project office argues that human burials might be located in the vicinity of the historic village that adjoined the Hudson Bay stockade. The project office is concerned that disturbing human remains, especially those of Native Americans, is a serious concern influencing alignment choices. The project office claims that any I-5 alignment to the east of I-5 located near the river, as would be the case with the straight aligned collector/distributor option, presents a more likely probability of disturbing burials than would occur if I-5 is relocated downstream - even if the downstream alignment disturbs a half million additional square feet of land area than would the C-D straight alignment.

This paper explores this alignment concern. Information presented in this paper is based on fragmented information available to the author. As the author is not an archeologist, historian or has any unique education or skill regarding preliterate burial customs this paper is only intended to bring forth what facts are available and postulate on these facts. Care must be taken to avoid acceptance of arguments made for, or against, any alignment without careful vetting of information that is not available to the author. However, this paper deals with this issue as project office materials have not been made available to the author.

The conclusion reached relative to potential human remains is that human remains may be present but may not be burials and may be downstream of the historic village adjoining Fort Vancouver. Only one human remain has been found in this area and these scattered remains are inconsistent with a burial further suggesting a pre-contact burial ground does not exist. Burials during the historic period in all likelihood were not done within the context of household structures or building of the settlement village or adjoining agricultural lands suggesting that any remains are likely to be random and deposited at the

P-029-001 time of first contact or earlier. Understanding of pre-contact Native American land use in this area is uncertain although projectile points and other artifacts have been found throughout the area.

The single human remains near the historic village suggest that the larger the footprint of I-5 the more likely the project will encounter Native American remains. Locational distinctions within this area, that area between the shore line and 7th Street and within a quarter mile downstream of Fort Vancouver and the village, are less likely to be a determinant as the single human remain was not consistent with a burial grounds or cemetery.

Background

Native American populations were decimated by illness and disease when first exposed to Europeans. This tragic first contact period was one of shocking displacement due to the introduction of European land use and land control philosophies that caused a double hit to Native Americans – a terrible period of lost life, lost land and altered culture. Today we are more aware of the damage caused by enculturation and seek to respect the Native American population by honoring places where and when we encounter remains and remnants of these proud groups. For the Columbia River Crossing this is a heightened sensitivity to this past and a desire to cause as little negative impact as possible and honor and respect any disturbance that the project might cause.

We know the history of the area from the early ninetieth century when the Hudson Bay Company first located an outpost at the site. Before this period we have only archeological records and oral history to understand the pre-contact period.

This paper is void of detailed investigation of artifacts found at the site from this pre-contact period. Also, oral history that has survived is also not included in this paper. What is included is only the result of discussions with knowledgeable people and research of modern media.

The author fully admits to a bias on this subject. Native Americans were exploited by the European culture, which includes the culture of a young United States, and were not treated or honored in a way respectful to the First Peoples or consistent with Christian beliefs. If anything comes from this paper it is my hope that the presence of Native Americans can once again be felt at the site and future generations are given knowledge of pre-history, first contact and the need to share lands we commonly occupy and honor all those who make up the human condition and spirit.

Cemetery Locations

With the HBC came the first known cemetery. Located away from the river beyond the mission this cemetery is not in the area of the river and is not near to where the C-D Straight Alignment will be. With the US Military presence a second cemetery was created in which relocated remains in the first cemetery were moved to create one common cemetery. The second cemetery is further from the river than the HBC cemetery but closer to the 'cut' that is the 1950's I-5 construction. This second cemetery was itself relocated to a site even further from the river. Both cemeteries are not an issue for I-5 as

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alignment choices for the freeway, the CRC curved downstream alignment of the C-D straight alignment, are essentially the same with respect to historic cemeteries.

Informal burials near Historic Cemeteries

In the 1950's when the I-5 'cut' was dug between Fort Vancouver and the city a number of burials, approximately a half dozen, were disturbed and relocated. My understanding is that these burials took place in the historic period. This suggests that to the north and west of both historic cemeteries were places where informal burials took place. Not to have included these burials within either formal cemetery might have occurred for a number of reasons that we are only to speculate about. Possibly the religious nature of the cemeteries precluded use by other religious peoples, the formality of a military fort limited burials to known people within the settlement population, deaths of those not part of the settlement might have been segregated from the formal cemeteries, racists attitudes brought about segregation, etc. The fact that burials were located to the north and west of both cemeteries is cause to anticipate the discovery of more remains if the 'cut' between Fort Vancouver and the city is increased – widened and/or lengthened.

Both proposed I-5 alignments have comparable, if not identical, impacts in this 'cut'. Both bridge alignments merge to share a common footprint at about Sixth Street so the impact on these informal burial sites is cause for the same care and consideration. The focus of concern is between the 'cut' and Columbia River and along the shoreline downstream of Fort Vancouver.

River Edge Burials and Human Remains

During construction of the pedestrian bridge one set of human remains were disturbed. These remains were scattered and shallow, dating to the period of first contact or before first contact. Archeological excavation suggests that these remains were not a burial consistent with other post-contact burials. These remains may have been an informal burial or may not have been a burial. If this person's body was not buried then the remains are that of an unfortunate death in which the remains were not attended to.

To assume that a cemetery is present in this area is incorrect. However, reconstructing the settlement and identifying sites where human remains are found is valuable. Certain assumptions can be made with respect to land use and the possibility of burials. For example, during historic times people were not buried within the town or village outside cemeteries. People were also not buried in agricultural lands. This suggests that the likelihood of informal burials is not likely within the village or agricultural areas.

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Figure 1

HBC plan of Fort Vancouver

Burials in 'The Village', agricultural areas or the 'Fort' are unlikely. North of Saint James Mission is the cemetery. The orange line is indicative of where informal burials might be found – to the Northwest of the village, mission and fort. Note that the dashed line bisecting the village is the approximate eastern edge of I-5.

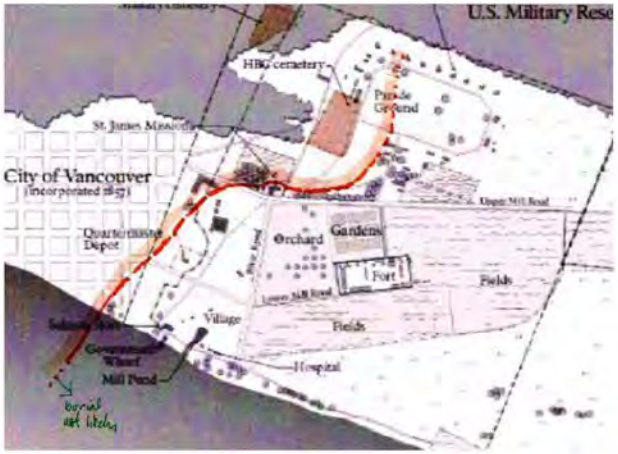

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Figure 2

Early US Military and City of Vancouver period

During this period the second cemetery was built just north and west of the HBC cemetery. Informal burials would be most likely found to the north and west of the City of Vancouver in the vicinity of the two cemeteries. Little likelihood exists of burials to the east and south of the orange line.

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Figure 3

Early twentieth century map of Fort Vancouver.

In this map we see that the HBC cemetery has been replaced with military housing. Also of interest is the large parcel located just west of the military cemetery. Could this land have been envisioned to be a cemetery, park of buffer between the city and cemetery? Or might the presence of informal burials during the previous century have been a reason not to plat this land with typical city blocks?

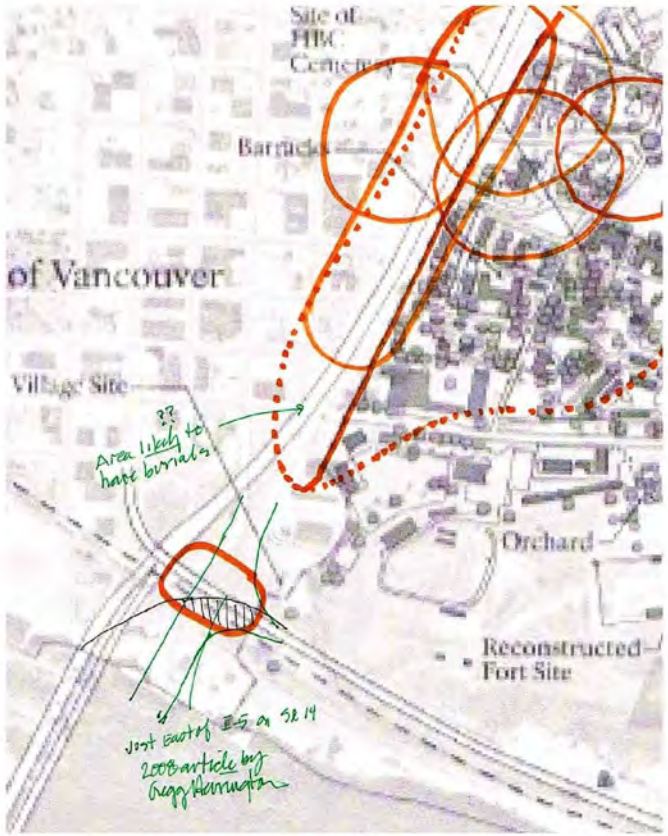

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Figure 4

Possible locations for informal burials?

This map brings together speculation on burial sites contained in the local newspaper article written on this subject a few years ago. This article is contained in appendix 1.

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Conclusions

The two cemeteries at Fort Vancouver were located to the northwest of the stockade and the riverside village. Both cemeteries likely had informal burials outside the formal burial grounds in non-inhabited non-agricultural areas northwest of the cemeteries as witnessed by burial sites found when relocating I-5 to the trench between the fort and city. No 'burials' have been found southeast of the cemeteries in the vicinity of the village or stockade. However, one human remain was found in the vicinity of the SR-14 interchange. This remains date to the period of first contact or pre-contact and are inconsistent with burial due to the scattered nature of the remains. It is highly unlikely that the remains of this individual constitutes a 'cemetery' and is more likely a single event. This set of human remains might be typical to any location along the waterfront in the area of Vancouver or Fort Vancouver where trails and paths that existed before first contact or during the pre-settlement period of first contact are located.

Disturbing Native American remains throughout the area is a concern. This is because the area was a place where trails reached inland from the river and was a place where Native Americans likely gathered. Although no pre-contact Native American burial grounds have been found in the I-5 area the possibility of uncovering human remains should be anticipated regardless of alignment selected and is an issue likely more dependent on the extent of land disturbed than is the distinction between upstream and downstream of the existing I-5 bridge. It follows that minimizing potential disturbances is to minimize the footprint of the project.

The comparative land needs for I-5 alignment choices are therefore the land area needed north of the Columbia River and south of 6th Street. The proposed CRC downstream alignment results in a total of 1,525,000 square feet of disturbance compared with 852,000 square feet of disturbance for the C-D straight alignment, the possibility of disturbing pre-contact Native American remains is therefore much more likely with the currently proposed downstream alignment as this option disturbs approximately 673,000 square feet more than the C-D straight alignment.

However, both alignments share the need to widen the cut between Fort Vancouver and the city. This is the area where burials can be expected and the project is taking appropriate actions to mitigate disturbance. The project appears to be taking actions that exceed minimal requirements and should be complimented for this.

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Appendix 1
Opinion piece published in The Columbian

Opinion - Ancestral hand guides bridge siting
by GREGG HERRINGTON Columbian staff writer

One of the reasons a new bridge across the Columbia River is likely to be built downstream of the present twin spans, rather than upstream, can be found in a two-story building inside the walls of the reconstructed Fort Vancouver, about a quarter mile from Interstate 5.

There, on the second floor of the climate-controlled archival storage facility, out of public view, is a tan, six-and-a-half-foot- tall, metal cabinet.

That's where they keep the bones.

Skeletal remains of nine Native Americans were unearthed between 1953 and 1955 when they were digging The Big Ditch through Vancouver. On March 31, 1955, the four-lane freeway was opened, replacing Highway 99 via Main and Washington streets as the primary north-south route through town. (More lanes were added in the late 1960s.)

By putting a new bridge on the downstream side of the two existing spans, there's less chance of digging up Indian bones. And Don Wagner does not want to dig up more Indian bones.

More than nine grave sites

Wagner, administrator of the state Department of Transportation for Southwest Washington, knows well what the experts say: There are more Native Americans and others interred near I-5 between Officers Row on East Evergreen Boulevard and state Highway 14, especially just east of I-5.
Who knows? There could be remains under the traffic circle at Evergreen Boulevard and Fort Vancouver Way and under Vancouver Police Department headquarters just south of there. Maybe there are bones a few inches below the basement floor of the old Kiggins House at Evergreen and West Reserve Street.
"You know there are grave sites beyond those nine," Wagner said. "So you know there are some issues there."

The land under and along the I-5 swath through downtown Vancouver "is a site with hundreds and hundreds of years worth of history on Native Americans and Europeans," he said. "We know the site is rich in cultural and spiritual values."

Wagner's interest isn't just historical. It's mostly about the future.

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"I need to do a project there," he said. "We've got to bring this cultural conversation to the forefront and talk about the history of the site and discuss how we move forward knowing that people died and were buried in the footprint of the current transportation system."

"The cultural sensitivity of the property will be an influencing factor in where the bridge goes," Wagner added.

"The tribes might say it's OK so long as we don't disrupt bones. First, you've gotta find out what's there. Then you have to have the conversation about what's best to do."

The state has notified 29 Indian tribes about the quandary ahead. Of course, it won't be a quandary at all unless there's money for a new bridge. Based on what Sen. Patty Murray said in Vancouver on Wednesday, Congress won't be sprinting to write checks for this would-be project.

The bridge -- and the bones

Many of the old Vancouver Barracks bones are well-traveled. I talked this week with Doug Wilson, archaeologist for the Vancouver National Historic Reserve. Based on that interview and on a 2003 column by Columbian Editor Emeritus Tom Koenninger, here's where bones might be buried -- bones Wagner the bridge-builder doesn't want to find.

From 1839 to 1856, Europeans, Hawaiians and native Americans were buried in a Hudson's Bay Company cemetery south of the Officers Row parade grounds and north of East Fifth Street.

In about 1866, many of the remains were moved to a new Army post cemetery at what today is the west end of Officers Row, between I-5 and the traffic circle on Fort Vancouver Way.

In 1883, they were moved again, to any of three cemeteries still in existence, two on Fourth Plain Boulevard just east of I-5 and the Old City Cemetery at East Mill Plain and Grand boulevards.

The trouble is, says Wilson, "We don't think they got them all. We know that not all of the human remains were in the old cemeteries." And, as Koenninger wrote in 2003 about the Hudson's Bay Company graveyard, part of it "lies under asphalt and concrete streets, parking areas and ancient Army buildings."

Wagner, the highway builder, would really rather let them lie.

Gregg Herrington's column of personal opinion appears on the Other Opinions page each Friday.

Note by the paper author, Kevin Peterson:

Gregg wrote this article at a time when the project office was considering a freeway layout that pushed the replacement freeway deep into Fort Vancouver Park so that a single wide freeway deck, using twin bridges, plus a separate LRT bridge were placed upstream of the existing I-5 freeway. Also, the project was anticipating that a cloverleaf type freeway interchange with SR-14 was required. Readers should

P-029-001 *know that this solution is not the C-D straight alignment and would have been similar to the CRC project office downstream alignment without the 'S' turn. Don Wagner is correct stating concern that additional land take east of I-5 in the vicinity of the historic cemeteries is a worry. However, the C-D straight alignment is most definitely not a similar freeway philosophy! To construe that the C-D straight alignment is the same is intentionally misleading and not a truthful statement.*

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Appendix 2
Except form CRC EIS Section 4(f)

SECTION 4(f) EVALUATION **5-15**
Archaeological Resources
Several archaeological sites, or archaeological contributing elements to the VNHR Historic District, are located in the archaeological Area of Potential Effect (APE). Several sites were likely impacted by previous construction of I-5 and SR 14. The archaeological APE also includes locations where a historic "military cemetery" may have been located.
While graves were exhumed and re-interred at another cemetery during the late 1800s, previous archaeological research has indicated that not all of the graves were relocated. Unmarked graves were apparently excavated during construction of I-5, and other potential grave shafts have been identified in the general vicinity of the historic cemetery. The exact location of the cemetery is withheld from this report because of the sensitive nature of the resource. The portion of the CRC project that overlaps the historic site of the cemetery, based on historic mapping, has been extensively altered by past excavations and construction.

- From chapter 5 of the DEIS

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What's best for Fort Vancouver?

Three years ago the CRC project office put forward a specific idea – and alignment and layout – for replacing the I-5 bridges. This idea allows for a potential park like pedestrian lid over the freeway in the cut between upper areas of Fort Vancouver and the northern edge of the Vancouver CBD. In the vicinity of the river and lower downtown Vancouver, where the fort and city have a much longer history, this layout slightly worsens the impact of I-5 on Fort Vancouver; the freeway takes a bit more land out of the park and continues to be a barrier between the park and city. Near the stockade and historic village the proposed layout and alignment offer Fort Vancouver no betterment – just a slightly worse condition.

How might the proposed I-5 project benefit the park? I do not believe the park was consulted in regards to possible advantages the project might bring to the National Heritage Site or this information would be found within the CRC project office web site. I can be entirely wrong here but one must remember that the CRC project office uses only six problems as measures guiding design decisions for the project. It's best to list these as they provide insight to the attitude and actions of the project office - insight that leads one to realize that the project is not considering betterment as a basis for placing the freeway or the design of structures.

The SIX PROBLEMS:

1. **Growing travel demand and congestion**: Heavy congestion has resulted from growth in regional population, employment, and interstate commerce. The existing I-5 crossing provides three lanes for northbound and southbound travel, which can accommodate approximately 5,500 vehicles per hour in each direction. However, there are more people who want to use the crossing during peak periods than can be accommodated on the bridges, which results in stop-and-go traffic the mornings and afternoons. Cars getting on the highway have little room to accelerate and merge with highway traffic (short merging lanes) and have no room to pull off the highway (narrow shoulders) when an accident occurs or when vehicles break down. These conditions make congestion worse and decrease safety. Traffic can also become congested when large river vessels must use the lift spans to navigate underneath the I-5 bridges.
2. **Impaired freight movement**: Congestion on I-5 reduces freight mobility between regional markets in Portland and Vancouver, as well as national (California and other neighboring states) and international (Mexico or Canada) destinations along the I-5 corridor. Freight trucks most often travel in the middle of the day to avoid congestion. As hours of congestion continue to increase over time, travel times for freight trucks will continue to increase—even when traveling during the off-peak hours. This increases delivery times and raises shipping costs. It also negatively affects this region's economy. Truck-hauled freight in the Portland-Vancouver region is expected to grow more rapidly than other forms of freight movement (such as marine-hauled freight). Truck-hauled freight is forecast to grow from 67 percent of total freight movement in 2000 to 75 percent in 2035.
3. **Limited public transportation operation, connectivity, and reliability**: Congestion on I-5 reduces bus travel speeds and reliability. Local bus services currently travel between downtown Vancouver and downtown Portland. Express bus routes serve commuters by providing service directly from Clark County park and rides to downtown Portland. Both of these services travel over the I-5 bridges. Bus travel times from downtown Vancouver to Hayden Island increased 50 percent between 1998 and 2005. On average, local bus travel times are 10 to 60 percent longer during peak periods than during off-peak periods.

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4. **Safety and vulnerability to incidents**: Over 300 crashes are reported annually on I-5 in the project area, making this one of the most accident-intensive section of I-5. This high accident rate is a result of multiple highway design features that do not meet current standards, including:

   - Close interchange spacing – within the CRC project area, I-5 has six interchanges spaced approximately one-half mile apart. The recommended minimum distance between interchanges is one mile so that cars entering and exiting the highway have enough distance to fully merge with traffic or diverge to the off-ramp before the next interchange.
   - Short on- and off-ramps – several on-ramps are not long enough for vehicles to reach highway speed before merging with highway traffic. Off-ramps are too short for safely slowing down, and may cause back ups from exits that block traffic on I-5. This generates traffic congestion and can cause accidents because maneuvering is difficult, especially for large trucks.
   - Vertical grade changes – a "hump" in the I-5 bridges that accommodates the Columbia River shipping channel blocks the view of roadway conditions ahead. This blocked view reduces speeds and creates potential hazards to motorists.
   - Narrow lanes and shoulders – several portions of I-5 in the project area have narrow inside and outside shoulders, while the I-5 bridges essentially have no shoulders, with less than one foot between the outside lanes and the barrier. The northbound I-5 bridge also has lanes one foot narrower than the minimum standard for a highway, and no shoulders. These conditions place vehicles very close to physical barriers and other vehicles, causing motorists to slow down, and do not provide space for broken down vehicles or emergency vehicles.
   - Hazardous river navigation – the Coast Guard has agreed not to raise the I-5 bridges' lift spans during peak traffic periods because of the substantial impact this would have on automotive traffic. This requires boats heading downstream (west) to navigate using the fixed "barge channel" near the middle of the river, and then quickly turn to line up with the narrow opening on the north end of the Burlington Northern Santa Fe (BNSF) railroad bridge, located about one mile downstream. This movement is especially difficult during high river levels.

5. **Substandard bicycle and pedestrian facilities**: The bicycle and pedestrian paths on the I-5 bridges are very narrow (four feet wide in most places) and extremely close to traffic and to the steel trusses. Also, the connections to these paths at both ends of the bridges are difficult to follow, especially around the Marine Drive and Hayden Island interchanges. Many existing non-motorized facilities cannot be used by persons with disabilities, and thus do not comply with the Americans with Disabilities Act standards.
6. **Seismic vulnerability**: The I-5 crossing is comprised of two bridges, one built in 1917 (the northbound structure) and the other built in 1958 (the southbound structure). The foundations of both bridges rest in soils that could liquefy during a major earthquake. Neither bridge was built to current earthquake safety standards.

What's missing? The urban and natural context for the freeway! No value is given to neighbors, urban uses and the sense of place that is Fort Vancouver.

Where are contextual issues? Where are integration goals? How will the freeway layout work with adjoining land uses to strengthen the viability of the urban area? Where is sensitivity to the cultural resources, including the park, that are so very important to the area? These concerns are not measurable attributes that the project has formalized to guide the critical decisions they are making.

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These are positive outcomes of a planning and design process that embraces more than just 'six problems'.

If the project office does not provide insight then where is guidance to be found? Without this insight it is prudent to speculate on the park context and possible advantages the project might offer.

What measures are important to Fort Vancouver?

Access. The more people that are able to access the park the better the cultural resource is to the people of the region. The project should look to ways that encourage accessibility to the park, especially with a light rail line offering Portland metropolitan visitors potential access. An obvious example of improving access is locating and designing the LRT station as an entry to the park, lower Vancouver and the proposed waterfront development. Another example is a strong pedestrian connection between the historic park – the stockade and village - and the waterfront. Reinstating the historic linkage between the Vancouver city street grid and Fort Vancouver park also does this.

Historic Context. How can the freeway be configured so that a sense of historic context is achieved? This is a tricky question in that the fort itself is a history of change – from a Hudson Bay outpost to a spruce mill producing wood products used in WWI aircraft. However, the romantic and historically important period of the park might best be 1830 to 1880 when the fort and village were the focus of early settlement in the Pacific Northwest. This is a period in which Native American culture was replaced by western European influence and a young United States. The question posed to project engineers and architects is how might structures, which will occupy the western edge of this historic setting, help recall this period of time? How can the project help present the historic and important symbiotic context of fort, village and young city?

Land Take and Land Availability. Freeway layout and its design best serve the park if land is not unnecessarily taken. However, even more importance is the question of making land available to better facilitate and achieve park needs and functions. This is a proactive position that a project can take if civic leaders decide that an infrastructure improvement solves technical problems and betters the needs of neighbors. This is almost 180 degrees different from the CRC project office attitude that they need only solve six technical problems when planning and designing the freeway and bridge. How might Fort Vancouver benefit from more land? By connecting the fort with the river edge village and the lower Vancouver city street grid – the built environment that was the context between 1830 and 1920 – that's how.

To bring this sensitivity into the project in a coherent and thoughtful manner is only achieved by the action of talented, experienced architects and engineers acting under the leadership of civic minded visionaries who are willing to demand that the project is responsive to more than just solving six technical problems. Historic attributes can be the basis for responsive design if they are considered important to project leaders and are carefully and thoughtfully integrated into the design process. Unfortunately, this attitude seems lacking in the project office and is not considered an essential project

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goal by state transportation leaders in Oregon or Washington. The burden falls on local and national leaders who may not have known this project has more than just one option or have not demanded context sensitive accountability from the project office. Qualitative influences seem only to exist as a mitigation tool within the CRC project office used to overcome negative feedback. For example, the idea of a pedestrian lid was a mitigation reacting to concerns put forward by the City Vancouver and the park.

The CRC project office did assemble an Urban Design Advisory Group, called the UDAG, which tried to inject some sensitivity into the actions of the project office. The value of this input to the project office is reflected in this group being disbanded. However, soon after this group was terminated by the project office, when they were no longer advising the project, they did send a letter to the two state governors recommending goals for the project. These are:

1. **Create suitable gateways to the States of Oregon and Washington**
2. **Knit together rather than divide neighborhoods along the way**
3. **Acknowledge and plan for wise use of the waterfront areas throughout the project**
4. **Help make the Columbia an important focus of the region rather than an obstacle to be overcome**
5. **Achieve a Columbia Bridge structure that is elegant, distinctive, timeless, and equal to the grand passage between two great states over the most important river in the region**
6. **Address and plan for improvement of traffic problems that the CRC will exacerbate in Downtown Portland**

These goals clearly express the desire of these design professionals and civic leaders to advance, or evolve, the project from an attitude limited to solving six problems to a positive attitude that strives to both create betterment and solve problems. These UDAG measures reflect a society that is seeking to best sculpt the project into a positive addition within the urban and natural landscape of the site and region.

The C-D Straight Alignment – How Does This Play Into the Debate?

The CRC project office has only been able to demonstrate one layout and alignment that satisfies the 'SIX PROBLEMS'. This one idea is the curved downstream alignment. Almost two years ago I was asked by a few Portland area designers for my thoughts on the direction the project was taking. It was clear to me that if only one layout and alignment opportunity existed, just a single possibility as the project office claimed, then the project was acting in a responsible manner. Any insight I might therefore have would be directed to the shaping the design of this layout – an action usually done during preliminary design that usually follows EIS discovery and documentation. It was clear to me that the only value I might offer was to be certain that a better layout and alignment does not exist.

Checking with transportation design professionals I was told that the 'unprecedented' number of interchanges too closely spaced was the 'key' problem this project was coping with. This made sense and was readily apparent as the proposed freeway alignment undulates and curves to fit interchange

P-029-001 ramping criteria - so that cars could access the single freeway deck - while placing the structure above the ship navigation channel /BNSF line and below the air navigation envelopes of Pearson Airport /Portland International Airport. I knew if interchanges could be 'unbraided' from the freeway then the layout and alignment might be able to be fit into the urban context much more responsively. How might this be done?

WSDOT Roadway Design Manual provides designers with two choices when interchanges are too closely spaced. These are to use a collector-distributor or grade separated braided ramps. From the WSDOT design Manual we find:

> The minimum spacing between adjacent interchanges is 1 mile in urban areas, 3 miles on the Interstate in rural areas, and 2 miles on non-Interstate in rural areas (see Exhibit 1360-3). In urban areas, spacing less than 1 mile may be used with C-D roads or grade-separated (braided) ramps. Interchange spacing is measured along the freeway centerline between the centerlines of the crossroads.

The project office had employed a host of ramping philosophies to fit interchange ramps into the project. These consist of braided ramps, frontage roads, auxiliary lanes, short collector-distributors and other modifications to interchange ramping that 'spread out' merging lanes along a longer length of freeway. By doing this the project office was able to meet WSDOT criteria. The result is what we see today; a potpourri of ramping solutions with over a dozen conflicts in just over a mile.

The only recourse open to me was to consider a collector-distributor. Placing the collector-distributor under the mainline freeway opened up the possibility of a straight aligned freeway and greatly reduced interchange complexity which then reduced land needs. Please refer to other documents to understand technical aspects and overall advantages of this 'C-D Straight Alignment'. This notion reduces the footprint of I-5 to less than that of the existing freeway as it exceeds all the requirements of the project including satisfying 'THE SIX PROBLEMS'! For Fort Vancouver this alignment was conceptually drawn to show how freeway structures might best be shaped and placed to better serve Fort Vancouver. Here are highlights of this C-D Straight Alignment with respect to Fort Vancouver:

- 150,000 square feet of additional land becomes available within the site of the historic village
- 1,000 feet width of open ground level expanse exists between the lower park and Vancouver city streets allowing visual connection between the early platted city, village and fort
- Third Avenue extending between the fort and city street grid allows pedestrians and vehicles to move between the city, park and river
- Elevated freeway columns, as many as 70, can be sculpted, ideally by an artist, to recall the historic forest that was the western edge of the Hudson Bay Fort and trading village
- The LRT Station is placed a short three block walk from the lower park. This walk is through the 'forest' of I-5 columns suggesting an interpretive presentation of the historic context that was the area during the early HBC period. This recalls that time when the forest was the western edge of the HBC settlement

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- Views through the I-5 column 'forest' visually link lower Vancouver, the Columbia River and hills in the distance. Views would also include a much more attractive bridge that is more easily achieved with a straight aligned bridge.

These ideas are represented in the following sketch:

Figure 1

Conceptual plan showing ground level open space between the park and river. Note that this plan is indicative of a longer term future in which the berm of the BNSF track-bed is placed on a bridge structure allowing people to pass under the railroad tracks. Dots are columns indicative of what might be expected with the elevated freeway.

This plan would be indicative of the period that transitions the HBC to the formalized street grid of the City of Vancouver. These periods are represented with the following plans from the Fort Vancouver web site:

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Figure 2

Hudson Bay Period. The western edge of the settlement was a forest during this period. This suggests that the park had a close visual relationship with the Columbia River looking to the south. The western edge was a close in forest with grass lands and farming to the east.

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Figure 3

The period of US Fort Vancouver and Vancouver Barracks. Notice that the western edge of Fort Vancouver has the City of Vancouver platted as we see today. This period was the formalization of the fort as the urban center on the north shore of the Columbia River. Civic life was the synergy between the fort, village and early city during this period. The forest was removed and urban life spread downstream along the shore of the Columbia River.

These ideas suggest one possible strategy to shape freeway and bridge structures to better Fort Vancouver. However, these are but a few notions that represent responsive design. It is fair to assume that the actual design, yet to occur, will evolve to be much better as creative, skilled, experienced architects, artist and engineers are employed.

A bit more detail

Clearly choices are possible. The downstream alignment proposed by the CRC project office might best be described as the worst possible alignment that, if compared with the C-D Straight Alignment, proves that the C-D Straight Alignment is not the only possible layout and alignment that satisfies the needs for alternative 3 – bridge replacement and LRT. Why is this important? The C-D Straight Alignment solves the six problems and has contextual advantage. The reasoning is that to limit the project to only one possible alignment and layout during EIS discovery is to put the project at risk. This is what is happening now as the CRC project insists the curved downstream alignment is the only possible solution.

P-029-001 An overview comparison of the two ideas is striking. The following images share these contrasts:

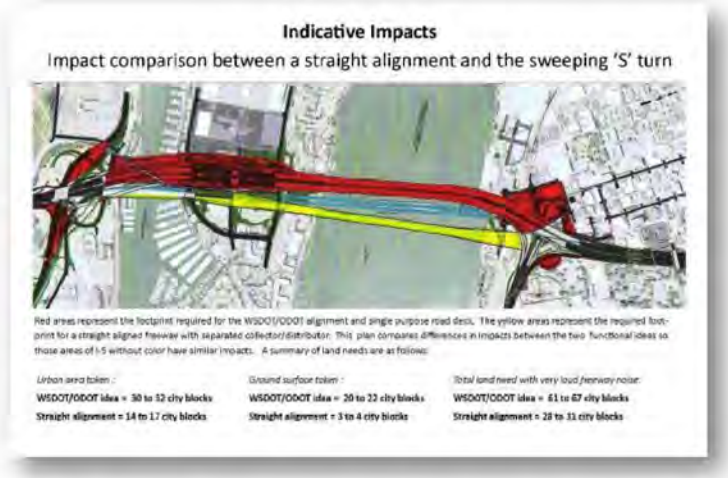

Figure 4
Comparison of CRC downstream alignment with the C-D upstream straight alignment. This is an overall sketch to share the comparative footprint of the C-D Straight Alignment with the CRC curved downstream alignment. Red areas represent land that will be required if the CRC curved downstream alignment is use that is not needed if the C-D Straight Alignment is selected. Yellow is land needed for the C-D Straight Alignment that is not required if the CRC curved downstream alignment is selected. The blue lines are the existing twin I-5 steel truss bridges.

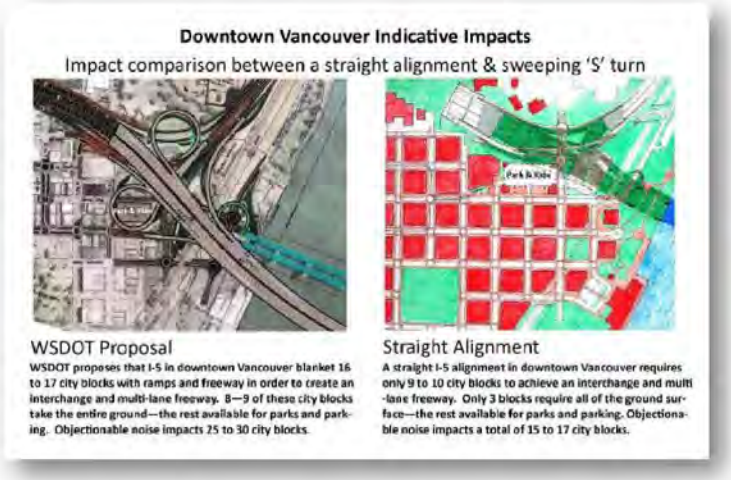

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Figure 5

Side comparison of CRC downstream curved alignment (left) with the C-D straight alignment (right). Please note that the plan on the left shows the elevated freeway while the plan on the right shows the ground level with the elevated freeway shadow shown in dark green.

P-029-001 The following two sketches are better images of the layout possible for the C-D Straight Alignment near Fort Vancouver:

Figure 6

Surface layout showing indicative pedestrian pathways between the park, lower downtown and Columbia River (light brown color). Yellow city blocks are new city blocks that would not be possible with the proposed CRC downstream alignment.

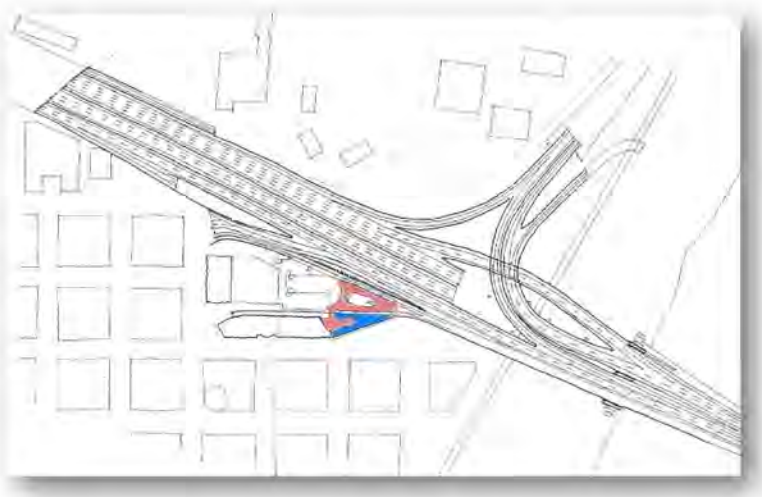

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Figure 7

Elevated I-5 structure for the C-D Straight Alignment. Note tha the LRT station is a triangualr platform associated with a building – possiblly the proposed Pioneer Building. A small roof top pool brings the Columbia River to the elevated platform and a rail crossing connects the platform with the building which might house a museum, art center or civic activities.

Errors, Lies, Law and Hypocrisy

So what does the CRC project office have to say about the C-D Straight Alignment?

When I was forced to use public disclosure laws to determine if the CRC project office has considered the C-D Straight Alignment the response was shallow and confused. Only one document was offered that suggested any sort of review for the idea. This was a simple listing of potential issues associated with a conceptual plan of the SR-14 interchange. From this listing of potential issues the project office declared the idea to be a bad idea. The only problem with this is that these potential problems – geometric alignment issues - are not problems. The conceptual layout provided to the CRC project office more than satisfies ALL WSDOT interchange criteria and provides connections from I-5 to Vancouver that are NOT PROVIDED with the CRC downstream alignment. What is one to make of this action?

P-029-001 Assigning a staff engineer to speculate on potential problems for one interchange and then twisting these potential concerns to declare the entirety of the idea is fatally flawed is hypocrisy when the layout for the interchange is technically correct. So it turns out that the project office leaped to a conclusion based on incorrect internal review actions. But how can this be when the office declares, as Nancy Boyd stated just the other week to the Vancouver Rotary that the project office considers LOTS of alternatives by stating that:

- Through the public process all ideas were thoroughly vetted
- All considered against specific set of criteria

So it turns out that thorough vetting is declaring an idea fatally flawed because a staff engineer speculated on potential geometric concerns for one part of the idea, speculation that was in error, never bothered to share this with the public or the source of the idea and then filed this away to ignore the idea. They also made false witness to the bridge review panel and, as was related to me 'off the record' by members of the BRP, asked the BRP to create a bogus idea that sounded like the C-D Straight Alignment so as to mask the potential viability of the idea. I find it shocking that this obfuscation is declared to be thorough vetting.

Does it follow that the specific set of criteria the CRC project office uses to consider ideas is to speculate on possible problems and, based on this speculation, declare the idea to be bad? This is the story that the public records request told me. My conclusion is that the project office has lied regarding thorough vetting as shown with the meager consideration given to the idea, do not follow-up with the originator of the idea with feedback sharing how they will, or have, review the idea, internally conduct flawed reviews without quality control, are content with self-serving 'memos to the file' and allow others to think that ideas are subjected to thoughtful consideration against a specific set of criteria. It appears to me that the project office simply wanted to find a potential technical issue to declare the idea bad and then bury awareness in the deep recesses of project files.

However, a corrupt organization still must be held accountable to the laws of the land. For Fort Vancouver this is the requirement that the project act on any idea that might lessen the impact on the National Historic Reserve. This is best stated by Frank Green and Casey Liles of the CRC project office:

"An upstream alignment sets the bridge and SR14 interchange ramps closer to the Vancouver National Historic Reserve (the Reserve) at the river's edge and was determined to have greater impacts to this resource. The Reserve is protected by Section 4(f) of the Department of Transportation Act of 1966 which requires identifying prudent and feasible alternatives to avoid impacts to this land and by Section 106 of the National Historic Preservation Act. Under Section 4(f), if some impact to this land is unavoidable, all possible planning to minimize harm from use should be explored. The project has determined that it is not possible to avoid all impacts to the Reserve. Therefore, reasonable and prudent opportunities to minimize impacts shall be implemented. The downstream alignment optimizes reasonable and prudent opportunities to minimize Section 4(f) impacts."

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- Statement made by Frank Green, Structures Engineering Manager, and Casey Liles, Highway Engineering Manager, Columbia River Crossing Project Office in an August 15 2011 memo regarding the C-D Straight Alignment.

How is it possible for the CRC project office to make this statement? With the C-D Straight Alignment layout offering clear advantages to the fort this statement can easily lead one to believe the project office is self-serving and quick to make false assumptions. One is reminded to look carefully at the two layouts as this issue must be understood comparing physical layouts –the 'fit for function' of I-5 that best serves the needs of users and neighbors. Also, I do not believe Frank Green or Casey Liles are historians, archeologists, anthropologists or experienced preservationists so it should not be up to them to make such a declarative statement once transportation issues have been found to be criteria compliant for both upstream and downstream opportunities. Until such time as both ideas are subjected to rigorous comparative analysis against criteria that the National Park Service and State Historic Preservation Officer determine is appropriate this statement is only speculation on the part of Frank and Casey.

It has been demonstrated that the C-D Straight Alignment better satisfies mobility needs for the project. The project office has never disputed this. It has also been demonstrated that the C-D Straight Alignment is safer, less expensive and will result in a more beautiful bridge. Again, the project office has never disputed this. It has been demonstrated that the C-D Straight Alignment satisfies mobility requirements, both rubber tire and steel wheel, better than the CRC project office downstream alignment. This has not be disputed by the project office.

With respect to Fort Vancouver the project office appears to be in violation of Section 4(f) of the Department of Transportation Act of 1966 and by Section 106 of the National Historic Preservation Act. This is, of course, unless the project office can put forth technical reasoning why the C-D Straight Alignment is fatally flawed. If the project office were acting in an honest and forthright manner they would presently be consulting with national and state historic preservationists to better understand how the two choices influence the historic site and work out a methodology to better understand what best serves the interest of this important cultural resource.

Based on objective measures of public integrity we appear to have a project office that may elevate Payton Place to a place with greater accountability to the public, stronger civic leadership seeking a better tomorrow and sensitivity to preserving and enhancing the historic place. Without identifying positive and proactive measures to strengthen our communities, to limit one's effort to 'SIX PROBLEMS' is to admit that we only live in a world of problems.

Hines, Maurice

From: Kevin Peterson [petersondesign@centurytel.net]
Sent: Monday, October 24, 2011 8:38 AM
To: Columbia River Crossing
Subject: Alternative 3, bridge replacement transit
Attachments: Letter regarding CRC and the C-D option.docx

Dear Project Sponsor,

Please add the attached paper to feedback on the FEIS for the Columbia River Crossing project.

Thank you,

Kevin Peterson
165 White Point Road
Friday Harbor, WA 98250
206 369 8048

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Columbia River Crossing

EIS Alternative 3: Bridge Replacement with Rail Transit

Did the Project Office Adequately Evaluate Opportunities?

An alignment and layout that the CRC project office failed to consider

Alternative 3; Bridge Replacement with Transit

The preferred EIS alternative calls for the replacement of the I-5 bridge with an integrated light rail line across the Columbia River into Vancouver. The CRC project office has proposed a layout and alignment for the bridge and the five miles of freeway north and south of the bridge suggesting how this alternative would be accomplished. This solution aligns the freeway on a curved bridge placed downstream of the existing bridge and employees a potpourri of ramp philosophies to cope with too closely spaced interchanges. In 2008 this layout and alignment was declared the only possible solution that satisfied requirements of this EIS alternative.

Most people felt that this solution was expensive, intrusive, impactful and unattractive. The CRC project office has since spent time trying to modify the layout to reduce impacts but has not considered other than ancillary modifications to the concept.

In early 2010 Mr. Kevin Peterson, an architect and planner who specializes in international transportation infrastructure physical design, was asked by architects and landscape architects in Portland if another solution was possible. Mr. Peterson spent the early period of 2010 researching project history and investigating ideas that were not considered by the CRC project office. By early spring Mr. Peterson discovered an alignment and layout that appeared superior to the proposed CRC Curved Alignment.

The C-D Straight Alignment Idea

In the spring of 2010 WSDOT and ODOT was presented with an alignment and layout different from any other alignment and layout previously considered by the CRC project office. This layout proposes:

- A mainline without conflicts between Marine View Drive and Mill Plain Boulevard

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Please see responses to Mr. Peterson's other submitted comment letter, P-029.

The LPA was determined to provide the best combination of meeting the Purpose and Need, as well as addressing the other evaluation criteria, as summarized in Chapter 2 of the FEIS. Mr. Peterson's idea was reviewed by the Bridge Expert Review Panel who chose not to recommend that CRC pursue it further. It was also reviewed by the CRC staff. The proposal had significant traffic operations deficiencies and did not hold promise that it could perform as well as the LPA or provide any substantial advantages.

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- A separate collector distributor (C-D) roadway interconnecting Marine View Drive, Hayden Island and SR-14/Vancouver independent of the mainline that also acts as an urban arterial crossing the Columbia River and North Portland Harbor.

This option greatly exceeds functional needs for transit and vehicular requirements while having a smaller footprint than today's I-5 freeway. This option exceeds WSDOT Design Manual geometric standards and provides a better way to cope with the unprecedented number of interchanges that are spaced too close to one another in the urban context the freeway is placed.

This option is referred to as the C-D Straight Alignment because I-5 is essentially straight from south of Marine View Drive to north of Mill Plain Boulevard, a distance of almost three miles with the exception that the existing slight curve in the North Portland Harbor bridge is retained.

CRC Project Office knowledge of this option

The CRC project office was presented with this option in the spring of 2010 communicated using conceptual drawings and narrative. This presentation was done in a collegiate briefing in which Mr. Peterson shared the possibility with senior CRC project office staff. Months later it was apparent to Mr. Peterson that the project office had no intent to act on the possibility for they indicated that the material would simply be filed.

Concerned that the project office was not acting in the best interest of the public Mr. Peterson presented the idea to WSDOT headquarters. Mr. Jerry Lenzi, (title? – I think he is in charge of all WSDOT design) met with Mr. Peterson and reviewed the idea, found the idea most compelling, coordinated with the ODOT director and, considerate of the critical time line for the project, requested that the idea be presented to the Bridge Review Panel (BRP) for review. Most curiously he did not appear to follow-up with the CRC project office.

Mr. Peterson presented the idea to the BRP during a formal meeting as this panel was about to start a week long review of the bridge. However, after the idea was presented CRC project staff instructed the BRP not to review the idea. This directive, which I assume based on informal conversations with BRP members, limited review to only the bridge and did not consider fundamental issues like interchanges or the applicability of a collector-distributor. The C-D Straight Alignment was not reviewed, or considered, by the BRP even though the public was led to believe it was reviewed and discredited.

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The first review of the C-D Straight Alignment by the CRC project office occurred in October of 2010, almost a half year after the project office was presented with the idea. Unfortunately this review only considered one interchange, SR-14 and I-5, and was subsequently shown to be completely in error. This 'review' simply speculated that geometry might not satisfy WSDOT standards at this interchange and, therefore, was the CRC project office basis to reject the entire C-D Straight Alignment. When Mr. Peterson finally received this review, in the summer of 2011 after having to make a formal records request, was the geometric 'speculation' shown to be completely in error.

It should be noted that if the CRC project office, the BRP, WSDOT or ODOT shared with the public that the BRP did not consider the C-D Straight Alignment Mr. Peterson could have been immediately taken to bring this inaction to the attention of public officials. Also, if Mr. Peterson was informed of the CRC project office October review in a timely manner then the erroneous review would have been pointed out and corrected. As it is the CRC project office only provided this information to Mr. Peterson after a formal records request was made almost a year and a half later! At no time, from the spring of 2010 to the present, has the CRC project office provided Mr. Peterson with any feedback on the C-D Straight alignment or, more importantly, the CRC project office has never acknowledged that this option existed. **This means that the public or project sponsors were never informed that this option existed.**

Specific benefits of the C-D Straight Alignment

The following is a listing of the significant benefits of the C-D Straight alignment contrasted with the CRC project office proposed curved downstream alignment:

1. Capital costs appear to be 300 to 700 million less that the CRC curved alignment

2. One efficient transportation investment serves both interstate and local needs providing the functional benefit of two bridges - an express freeway and urban arterial. One transportation platform – one bridge – satisfies both functions. Connecting Vancouver, Hayden Island and North Portland via an urban arterial provides freight mobility and local movements without entering the high speed freeway traffic environment.

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3. The idea requires slightly less land than the existing I-5 freeway. What is proposed in the CRC curved alignment requires taking a million and a half MORE square feet of precious urban or park land!

4. Compared with the CRC curved alignment, 33 to 36 fewer urban city blocks of land are not subjected to the noisy footprint of the freeway unless massive view blocking noise barriers are built.

5. Hayden Island can evolve into a meaningful and great transit friendly pedestrian community of between 35 to 40 contiguous city blocks of parks, mixed-use development and urban uses where many thousands can live and work adjacent to the Columbia River within walking distance of high capacity transit – outside the noisy footprint of the freeway. The proposed CRC curved alignment bisects Hayden Island into two halves separated by a 550' to 700' expansive freeway 'no-man's land'.

6. Vancouver and Fort Vancouver reconnect with each other and the river with park and city streets. The LRT station is a short three city block walk from Fort Vancouver Park. Third Street becomes an important surface connector and gateway to Vancouver and Fort Vancouver Park.

7. Land need in the Fort Vancouver Reserve archeological site of the historic village is +/- 130,000 square feet less than the existing freeway and +/- 150,000 square feet less than what the CRC project office proposes with its downstream alignment. This is with a straight upstream alignment! The Reserve is protected by Section 4(f) of the Department of Transportation Act of 1966 which requires identifying prudent and feasible alternatives to avoid impacts to this land and by Section 106 of the National Historic Preservation Act. Under Section 4(f), if some impact to this land is unavoidable, all possible planning to minimize harm from use should be explored. The C-D Straight Alignment is therefore the only alignment and layout choice that best satisfies federal law.

8. Bridge aesthetics are vastly superior with a single beautiful cable stay bridge likely to be less costly than the two anonymous truss bridges proposed today. Landside freeway aesthetics and landscapes are vastly superior and able to compliment an urban context with architectural treatment. The freeway across Hayden Island becomes a world model for how urban use near a freeway can be viable and attractive.

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9. Future transportation functions like commuter rail, high speed rail, additional LRT lines, 'smart' car technologies and additional vehicular capacity are more easily integrated. Capacity increases to 11,000 vehicles per hour per direction is possible with the LRT line or the 'transportation platform' infrastructure investment can be modified to add more high capacity transit including at least one additional rail line like commuter rail. The idea should provide for more than a half century of growth that is not presently considered – a period of time possibly embracing the entire span of this century. This assures today's investment buys a 'transportation platform' having optimal viability a hundred years or more into the future. This allows many future generations a 'transportation platform' that is better able to serve the mobility needs these future users will determine best serves what their needs require.

10. In-water pier disturbances are 12 to 18 piers in the Columbia River plus 11 to 15 piers in North Portland Harbor with the CRC downstream curved alignment for a total of 23 to 33 in-water disturbances. In comparison the C-D straight alignment has 4 to 10 piers in the Columbia River plus 4 piers in North Portland Harbor for a total of 8 to 14 in-water disturbances. Bridge shadows cast on the river is half that of the proposed solution. Environmental impacts are greatly reduced.

11. Conflicts on the mainline are reduced from eleven to four and curves are removed with a reduction in the accident rate on the mainline by +/- 70%. This means that commute period accident caused delay might be expected every other week for the C-D straight alignment contrasted with one or two delays per week with the CRC curved alignment. Twice as many people can be expected to die or be injured on the CRC proposed design.

Two negatives arise from this alignment and layout. These are:

- A change may cause a project delay. It should be noted that if the CRC project office acted in a responsible manner this delay may not have been required.

- The hotel on Hayden Island will place the freeway closer and this may necessitate reconstruction of the west wing of the hotel.

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Process Comments

Evaluating alternatives within an EIS process requires consideration of physical layout in order to understand impacts of the idea. This vetting is valuable in two regards. First is that any physical configuration created in the very early 'discovery' of an EIS alternative must assume a reasonably 'worst case' physical consequence in order to be fully confident that the EIS evaluation does not understate impacts. This is important from a regulatory sense as many factors must be weighed and evaluated. For the CRC these regulatory factors include navigational clearances and airport airspace as the bridge and freeway is sandwiched between these 'space envelopes'. For example, the FAA put forward desirable airspace guidance that suggested the airspace is better protected if the bridge structure is lower. The project office then made an assumption as to the glide slope felt appropriate for Pearson Airport. This glide slope assumption made by the project office, as best as I can determine, is a 34:1 slope. Two possibilities exist as to why this glide slope is used. One is that this is the necessary glide slope for a precision ILS approach and the other is that this is the glide slope needed to clear existing terrain. However, the likely, and anticipated, regulatory decision is that currently used by the airport, City of Vancouver and other airports having the similar characteristics. This is a 20:1 glide slope. For this not to be the glide slope will cause the airport to make major changes and preclude the approved waterfront master plan and potentially impact thousands of utility runways throughout the United States. Unfortunately, CRC project documents do not explain why they are using a glide slope other than 20:1.

From this 'worst case' layout comes a much more informed appreciation of actual impacts and regulatory needs that, in turn, open up possibilities and opportunities that could not have been considered earlier. The project failed to 'sit back' and objectively appreciate what was 'discovered' as part of the DEIS process. Instead, the project assumed that they had identified the only reasonable solution for the alignment and layout of the project. This is placing the bridge downstream using a potpourri of interchange ramp techniques to satisfy design criteria and not bothering to seek a better layout or alignment opportunities. What changes have occurred were to mitigate negative aspects of the DEIS layout and alignment consistent with refinements for a project during preliminary design. What Mr. Peterson did was 'sit back' and evaluate project needs with the understanding brought about in DEIS discovery. He was then able to question certain erroneous assumptions and, not biased by earlier prejudice, seek an optimal layout and alignment for EIS Alternative 3: Bridge Replacement with Rail Transit.

When the CRC project office was informed of this layout and alignment they should have immediately subjected the idea to a careful and deliberate review. This could have been

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easily accomplished within a month suggesting that the CRC project office should have informed project sponsors that another layout and alignment possibility exists. By mid-summer 2010 the project office could have placed this layout and alignment idea into a parallel conceptual design track that would have allowed the project to switch focus by late fall 2010 if the idea proved to be feasible.

Feasibility

The C-D Straight Alignment has been informally evaluated by a number of transportation planners, bridge engineers and large project managers. These people, all employed by governmental agencies or consultants that work for local, state and federal governments have provided this input to Mr. Peterson confidentially. None of these people have found 'fatal flaw' errors in the idea, all have found the idea to be significantly superior to the CRC curved downstream alignment, all have shared input that might make the idea even better.

CRC Project Office Actions

The CRC project office, and WSDOT senior leaders, all claim that the C-D Straight Alignment idea was carefully considered. These statements are inconsistent with actions taken by the CRC project office if the Public Records Request of August, 2011 included all information pertaining to review of the C-D idea which uncovered the single review action - the October 2010 review of the SR-14 interchange. Note that this review was nothing more that incorrect speculation leading to a false conclusion. As best as can be determined project staff may have discussed the idea, possible at the executive water cooler.