

Columbia River
 CROSSING

May 2, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: [asterion](#)
To: [Draft EIS Feedback;](#)
CC: [Hammond, Paula;](#)
Subject: Comments for Columbia River Crossing, WSDOT/ODOT
Date: Friday, May 02, 2008 6:49:34 AM
Attachments:

Hello



Your project and EIS solutions do not address the real problem, the need for a third crossing. This project is doomed to not being able to solve the congestion problem the day it is built.

The EIS and project needs to address a third route to handle the growing demand and be fault tolerant.

I know that I will not vote or support this project in any way and will contact my legislators to get it modified.

Please be responsible with the public's money and trust.

Concerned Citizen Al.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 8:52:13 AM
Attachments:

Home Zip Code: 97070

Work Zip Code: 97201

Person:



Other -

Person commutes in the travel area via:

Car or Truck

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

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

This is a regional issue; personal use in project area is irrelevant. Commerce must be allowed to flow, which means more capacity for vehicles. The existing bridge should be

kept. Eventually, we will need light rail between Portland and Vancouver, so why not do it with this project and take advantage of federal funding as much as possible. Supplemental bridge with light rail is the best option.

From: [Michael Harrison](#)
To: [Columbia River Crossing;](#)
CC:
Subject: My position
Date: Friday, May 02, 2008 9:01:24 AM
Attachments:

My priorities for the replacement bridge are as follows:

1. No light rail, no project!
2. A new bridge must include a fee for crossing by private vehicles and trucks that helps to pay for the cost of the bridge. Note: When the current bridges were built, along with the Astoria bridge tolls were charged to pay for their cost. This way those who use the facility the most pay the most.



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 12:46:39 PM
Attachments:

Home Zip Code: 98682

Work Zip Code: 97217

Person:

Lives in the project area

Works in the project area

Commutes through the project area



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

None

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

As a commuter in the area, I will be forced to find employment in Vancouver as the heavy toll would cost me an average of \$160.00 per month. This cost seems very heavy for a poor working class guy like me.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 12:58:06 PM
Attachments:

Home Zip Code: 97202

Work Zip Code: 97202



Person:

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Whatever option is selected, it should include increased transit availability and require a toll. The majority of drivers using the bridge are from Washington. A toll would ensure that the actual users are paying for the upgrade.

The added transit mode should be based on a cost benefit analysis--which option (bus or rail) will carry more passengers at the lowest cost.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 5:08:26 PM
Attachments:

Home Zip Code: 98661

Work Zip Code: 98661

Person:

Commutes through the project area



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

What impact studies have been done on the effect a toll would have on the traffic on I-

205?

It seems to me that a toll would have the effect of diverting most of the through traffic from SEA going south and going north to SEA across the 205 bridge increasing traffic there.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 7:59:45 PM
Attachments:

Home Zip Code: 98663

Work Zip Code: 97202

Person:

Lives in the project area



Person commutes in the travel area via:

Car or Truck

Walk

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

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I am appalled that a toll would be levied for this bridge. For what purpose? To pay for the bridge, you say. Let me see - I work in Oregon so thus pay income tax, and live in

Washington so thus pay property tax. The only people this will affect greatly are those who are already paying double the tax of those that reside and work in the same state. Why must we alone hold the burden for this bridge? I pay enough taxes - manage our taxes better and pay for the bridge in a more appropriate manner.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 8:06:29 PM
Attachments:

Home Zip Code: 98671

Work Zip Code: 97217

Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck



1. In Support of the following bridge options:

Replacement Bridge

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

None

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 9:36:38 PM
Attachments:

Home Zip Code:
Work Zip Code:

Person:

Lives in the project area
Commutes through the project area



Person commutes in the travel area via:
Car or Truck

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

Contact Information:

First Name: Sumona
Last Name: Gomes
Title:
E-Mail:
Address: 3500 Edgewood Drive
Vancouver, WA 98661

Comments:

From: [Paul Ayala](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: New I-5 bridge
Date: Friday, May 02, 2008 6:24:56 PM
Attachments:

I am in favor of a new toll bridge with light rail capabilities . However , my main concern is how it will just shift the congestion to the I - 205 crossing ...? Since alot of motorist and class-A freight carriers will want to avoid paying the toll .

I think that the majority of people just want convenience without a pricetag But once they have to pay they will find an alternative route? If it was a serious inconvenience now ... most comuters would have already accepted or adjusted to the situation . Such as , comute during off-peak hours or take another route via 205 there is more than one way to Vancouver . So we are not really solving anything

The real trouble is the I-5&I-84 jct. As well as the I-84& I-205 jct . With the confunction junction merging from he_L at the I-5 south I-405 jct down towards the rose garden .

Damned if yuh do or don't.....?

Cordially

Paul



From: bankers@stephouse.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Friday, May 02, 2008 6:59:15 AM
Attachments:

From: Gary and Dawn Banker
E-Mail: bankers@stephouse.net
Comment or Question:

We strongly support the replacement bridge with light rail option. It is forward-looking, best for the environment, and not noticeably more expensive. We use the bridge daily to commute by car and the option of using efficient public transportation would be great.



From: [Hella Betts](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: Crossing
Date: Friday, May 02, 2008 1:16:37 PM
Attachments:

Last night on OPB news there was an article on China's new bridge that was built for \$ 2.5 billion. I suggest cutting out some of the consultants fee (something to be said of dictatorship).

My business is on the South East side off of Grand Ave., we require semi-truck service, and we strongly recommend a replacement bridge with both transit and light rail. BUILD FOR THE FUTURE.

Thank you



Hella Betts
Cascade Western Reps., Inc.
(503 238-8800
Member of CEID



From: [Corbett Lair, Inc.](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: public comment
Date: Friday, May 02, 2008 11:32:51 AM
Attachments:

Would someone please step up and show real, creative, vision. Instead of addressing the most immediate problem, let's solve the issues of the entire Portland I-5 corridor. Doing so will enhance long term livability and mitigate more serious problems looming just over the horizon.

Move gasoline powered traffic and mass transit to a tunnel under the river. Work around the objections to that scheme in the context of a bigger picture of change and community transformation:

Create seamless waterfront development on both sides of the river tied to a restructured Jantzen Beach; abandoning the big-box-stores-scattered-in-a-giant-parking-lot for a Bridgepot-like community village that includes homes, shops, and parks, integrate with, and with easy access to, the riverfront. Use the existing bridge for pedestrians, bicycles and (small) electric vehicles.

A united riverfront would be the best thing to ever happen to downtown Vancouver, and North Portland.

While we're at it, cover Interstate 5 from Delta Park to the Marquam bridge and unite those developing North Portland neighborhoods. Bury I-5 under the eastside industrial area (as has been discussed for years), and cover the freeway through the Terwilliger curves to reunite southwest neighborhoods with that modest attempt-at-vision known as the South Waterfront / North Macadam development.

Earmark property taxes that will inevitably follow from now stagnant condo sales and additional development to pay for what the federal government won't (If the Feds balk, threaten a class action lawsuit for the ultra concentrated benzene pollution up and down the Willamette River / I-5 corridor we've been breathing for decades -- I'll be first in line for that one, thank you very much.). And if southwest Washington won't do their part,

increase the toll to \$6 for Washington license plates, southbound only.

Let's quit fooling around with "how little can we do and get away with it", and instead create an environment that addresses the now-upon-us realities of overpopulation, energy, air quality and inner city livability. Using carrots and sticks we can, and will, unite federal, state and local government, business interests and community leaders - and spread the cost accordingly.

Speaking of the cost, are you kidding me? The party is over! Energy, water, environmental collapse and overpopulation will bring "costs" to us over the next fifty years that make this stupid bridge project look like a bake sale. Let's take the opportunity now to make the kind of change that will pay extraordinary long term dividends -- provided, of course, that there is better leadership than that associated with the OHSU aerial tram fiasco...

From: [Bill Feddeler](#)
To: [Columbia River Crossing](#);
CC:
Subject: Draft Enviro statement
Date: Friday, May 02, 2008 11:24:21 AM
Attachments:

Greetings,

Regarding the Columbia River bridge, Marilyn and I feel that Option #3 on page A-4 of Friday May 2, 2008 is the only alternative that makes sense.


The current two bridges are old/ancient and need to be replaced for traffic and safety sake. We do not want to be on either of these span during an earthquake and do not wish tax payers dollars to be used repairing and retrofitting them. Light rail in the long run is the most cost effective and efficient proposed transit system. Limiting car usage is a goal that any person with reasonable faculties would push for. A new bridge as in Option #3 that is properly built will support our business climate and our lives far into the future.

Thank you for your work.

Best regards,



William and Marilyn Feddeler

From: melaniegangle@yahoo.com
To: [Columbia River Crossing:](#) 
CC:
Subject: Comment from CRC Submit Comments Page
Date: Friday, May 02, 2008 7:28:00 AM
Attachments:


From: Melanie Gangle
E-Mail: melaniegangle@yahoo.com
Comment or Question:
Dear Planners:

We are residents of Camas, WA and we support Option #3: Replacement bridge with light rail transit. We believe that light rail transit provides the best public transportation foundation for Clark County and we hope to see light rail expanded along Mill Plain Blvd and throughout the greater Vancouver/Camas/Clark County area. We would also like to see a long-range public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue.

I commute to and from Portland each day using the Camas Connector, C-TRAN bus, MAX and Trimet bus. We would also eventually like to see light rail extended along I-205, and connected along Mill Plain Blvd to the I-5 extension. Planned development of light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region.

Best,

Melanie Gangle & James Dewey
Camas, WA 98607

From: [Melanie Gangle](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: We support Option #3: Replacement bridge with light rail transit 
Date: Friday, May 02, 2008 7:41:48 AM
Attachments:

Dear Planners:

We are residents of Camas, WA and we support Option #3: Replacement bridge with light rail transit. We believe that light rail transit provides the best public transportation foundation for Clark County. We want to see light rail expanded along Mill Plain Blvd and throughout the greater Vancouver/Camas/Clark County area. We would also like to see a long-term public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue. We must plan ahead in order to address the growing needs of our region by investing in public transit infrastructure. Light rail offers the most efficient and effective use of resources for the greatest number of riders. The key to developing an effective light rail system is long-term planning.

We would also eventually like to see light rail extended along I-205, and connected along Mill Plain Blvd to the I-5 extension. This discussion of the Columbia River Crossing should be expanded to include ongoing public forums for discussion of growth and public transportation issues faced by Clark County. Planned development of light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region. It is essential to build public understanding and support of light rail and public transportation, so that the public can fully understand the economic benefits of long-term planning and infrastructure

development for our long-term regional growth.

NOTE: I use C-TRAN buses, and Trimet MAX and buses on my daily commute to and from Portland. My husband walks to work in Camas.

Best,

Melanie Gangle & James Dewey
Camas, WA 98607

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From: rbgoodsell@comcast.net
To: [Draft EIS Feedback;](#)
CC:
Subject: *** Detected as Spam *** Bridge Replacement Proposals
Date: Friday, May 02, 2008 4:19:30 PM
Attachments:

I strongly endorse the proposal to build a new bridge with light rail transit. This is the most forward-looking of the proposals. Given the increasing costs of fuel and the possibility of supply reductions in the future, the only acceptable plan is the one that includes rail transit.

In addition, I propose that, if possible, you work with the appropriate governments and transit agencies to work towards a comprehensive mass-transit plan for Clark County and Portland. Such a plan would include additional rail service, possibly along the I-205 bridge, and extended service to Camas, Salmon Creek and beyond. Additional park-and-ride lots as well as feeder bus lines (with buses that use alternative energy when feasible) would be important parts of the plan.

I am an retiree who is also an investor in energy. It is my observation that future supplies of oil and gasoline are tenuous at best. Cities and communities with viable and useful alternative transit systems are the communities that will flourish, while communities that have not been farsighted will stagnate and even wither.

I realize that you will have a hard sell on a rail line because many do not see how it benefits even those who never use it themselves. According to The Columbian, one in three Clark County residents who have a job work in Oregon. That means that a great deal of out-of-state monies come into the county. Those dollars are spent on local taxes, goods, services, etc. We mustn't lose those Oregon jobs just because we can't afford to drive across the river. Nor can we lose growth in the county because we can't afford to get around locally.

Sincerely, Robert B. Goodsell



From: jayjaylbh@yahoo.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Friday, May 02, 2008 12:31:17 PM
Attachments:

From: Jason H
E-Mail: jayjaylbh@yahoo.com
Comment or Question:
Funding Solution

Has anyone thought of earmarking a portion of the taxes that Oregon takes (steals) from Washington residents who work in Oregon for the new bridge construction.

It would be nice to see those taxes go towards something that directly benefit the non-resident Oregonians who have to pay them.

How about a free yearly Columbia River Crossing toll pass for every non-resident Oregon tax payer.



From: [Janet](#)
To: [Columbia River Crossing;](#)
CC:
Subject: Comment
Date: Friday, May 02, 2008 4:04:21 PM
Attachments:

I know you probably are addressing this, but the bridge is not the only reason there is a problem with the congestion. One of the reasons the bridge gets so bad is the fact I-5 shrinks down to 2 lanes on the Oregon side around Delta Park. This is a key reason why it clogs so badly. So, the new bridge is absolutely needed but it will not be as effective as it needs to be unless something is done to expand the number of lanes on I-5 on the southern side of the river.



From: [Jones, Robert](#)
To: [Columbia River Crossing;](#)
CC:
Subject: New Bridge Tolls
Date: Friday, May 02, 2008 2:49:00 PM
Attachments:

I read in the paper today that not only are you considering tolls on a new I-5 bridge, but you're also not ruling out tolls on the existing I-205 bridge. Washington commuters who work in Oregon already pay 9% of their income to Oregon, and they can't even use the Oregon services for which they are paying. They pay out-of-state tuition, pay out-of-state recreational fees, and can't even vote on how their money is used (taxation without representation, I believe...) It is absurd that they would be asked to pay a toll in addition to 9% of their income just to come to work. Ask the Oregon State Legislature to pay our tolls - they already have our money.

Thank you,
Bob Jones



From: blairmastbaum@mac.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 3:25:38 PM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97217

Person:

Lives in the project area



Person commutes in the travel area via:

Bicycle

Car or Truck

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

Contact Information:

First Name: Blair

Last Name: Mastbaum

Title:

E-Mail: blairmastbaum@mac.com

Address: 4815 N ALBINA AVE


PORTLAND, OR 97217

Comments:

It is very important to me, my family, and my friends that the CRC emphasizes Light

Rail and Bicycle access above all.

Thank you.

From: [Donna Matrazzo](#) 
To: [Columbia River Crossing](#);
CC: [Dylan Rivera](#); [Robert Liberty](#); info@clfuture.org; [Steve Bleiler](#);
Subject: *** Detected as Spam *** No Columbia Crossing bridge and bold, better mass transit alternatives
Date: Friday, May 02, 2008 8:03:19 AM
Attachments:

To: Columbia River Crossing:

I vote for no new bridge.

I also feel that the five options presented do not show a thoughtful analysis and projection of no new bridge combined with a host of enthusiastic, creative, broadly supported measures to decrease auto traffic, which is mainly caused by commuters at rush hours.

For example, a combo of ...

- Boldly turn one whole lane of the current bridge in each direction into a combo bus/light rail line for moving lots of people quickly.
- Even more boldly turn a second lane into a carpool lane and leave only one lane for one-person vehicles during rush hours. Make one-person vehicles during rush hours as undesirable as possible.
- Better park and ride alternatives
- A big commuting car-pooling campaign
- A toll to encourage other forms of transit
- A toll based on vehicle length to encourage small cars that take up less room on the highway and pollute less.
- Strengthen the existing bridge enough to add a bike-pedestrian lane on each side, like the Marquam Bridge added a lane.

A new bridge will cause more pollution and different bottleneck problems as the bridge users before and after the bridge attempt to squeeze into the I-5 lanes. Don't give the Vancouver light-rail-rejecting 'burbites a new bridge and do give them other options and ultimately the increasing high cost of gas and other options will cause them to wake up and alter commuting habits.

Sincerely,

Donna Matrazzo

Check out my gorgeous and portfolio-filled website at www.donnamatrazzo.com

Donna Matrazzo
The Writing Works
Compelling Stories on Complex Topics
19300 NW Sauvie Island Rd.
Portland OR 97231
(503) 621-3049

Powered by Green Mountain Energy
100% of electricity from renewables -- wind, geothermal, biomass
Cost is approximately 10% additional, an average \$7/month
www.portlandgeneral.com

From: jon.meusch@nwsignal.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Friday, May 02, 2008 8:12:44 AM
Attachments:

From: Jon Meusch

E-Mail: jon.meusch@nwsignal.com

Comment or Question:

Let's do this one right. We need a new, massive connector between our two beautiful cities that will last for 100 years. It should service personal vehicles, freight and a flexible bus fleet. The existing 205 bridge should be the model for the new I-5 structure. Wide. Tall. Beautiful.

LRT has too many limitations, including cost. Kill the train idea and lets move folks on buses.



From: [David Milholland](#)
To: [Columbia River Crossing](#);
CC:
Subject: Response from citizen David Milholland
Date: Friday, May 02, 2008 11:10:25 AM
Attachments:

Email May 2, 2008 to: feedback@columbiarivercrossing.org

2000 NE 42nd #1
Portland, OR 97213
encanto@ochcom.org
503 285 8279



Dear Columbia River Crossing Project:

Having served for 6 years on the Tri-Met Art Advisory Committee [until Interstate Light Rail was inaugurated], and having been extremely interested in transportation in the Portland-Vancouver metro area for longer, I'd like to endorse the "Replacement Bridge with Light Rail" option of the five bridge alternatives being explored.

The current pair of bridges is obsolete. We should be grateful that they've held up this many years as both commuter and interstate shipping transit has exploded along the I-5 corridor. To continue patching them will soon prove unsafe and unsustainable.

Oregon (with great federal support) has built the vital infrastructure to place light rail right up to the Columbia River alongside I-5 and I-205 corridors, ready to expand into Clark County with nominal additional cost on the Oregon side of the river. Now it's time to harvest the benefit of that substantial investment by creating a far more integrated system linking both states along both corridors, beginning of course with I-5.

Though never a fan of toll roads and bridges, it seems the time has come to use that device for both traffic control and fiscal responsibility. Those who commute daily will soon see the great advantages of mass transit and carpooling. Hopefully the entire region will continue exploring ways to reduce carbon use to avoid swamping the nearby neighborhoods with increased

pollution.

There's never a perfect time to take on such a major infrastructure investment. However, putting this project off into the future will make it far more expensive and compromise the economies of both states.

Thanks for receiving my input. I would like to continue receiving information as this project moves forward.

Sincerely,

David Milholland

Resident of Oregon and Washington since 1951, Portland since 1964

From: david.murray1@pcc.edu
To: letters@news.oregonian.com;
CC: dylanrivera@news.oregonian.com;
Subject: I-5 bridge
Date: Friday, May 02, 2008 7:42:32 AM
Attachments:

To the Editor: Dylan Rivera's coverage of the proposed new Columbia river crossing (5/2/08) provides the type of information the residents of our area need to help decide how best to proceed on this vital issue.

In all of this discussion, however, I have yet to see the solution I favor: Tunnel under the river.

The environmental issues could be reduced, and the existing span could be reconfigured for mass transit and light rail. Most of the work on the tunnel could be accomplished without disrupting the current system, and the widening projects soon to be undertaken may provide the relief we need in the interim.

Dave Murray
Beaverton, OR



From: donrowe42@comcast.net
To: [Draft EIS Feedback;](#)
CC: [galenbarnett@news.orgonian.com;](mailto:galenbarnett@news.orgonian.com)
Subject: *** Detected as Spam *** I-5 Bridge
Date: Friday, May 02, 2008 7:50:44 AM
Attachments:

I think a toll bridge is an excellent idea to pay for a new river crossing. As long as the Bus riders/Trimet riders pay an additional fee to cross the river. I strongly feel and suggest that the bike riders also pay a toll as they so far have gotten a free ride on our gasoline tax dollars what with bike lanes, Green stops, loss of traffic lanes, and loss of parking. I suggest you explore options such as fast Track used in California where you hold up an electronic card to the windshield as you cross the bridge and the toll is automatically subtracted from your account. Paying for individual crossings would require drivers to use a separate lane. This system seems to work well for them.

Don Rowe
SE Portland



From: GIMPI4216@MSN.COM
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 02, 2008 8:37:02 AM
Attachments:

Home Zip Code: 97239
Work Zip Code: RETIRED



Person:
Other - VISIT FRIENDS IN WASHINGTON

Person commutes in the travel area via:
Car or Truck

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

Contact Information:
First Name: ROXANE
Last Name: FREEMAN
Title:
E-Mail: GIMPI4216@MSN.COM
Address: 4216 SW HAMILTON TERR
PORTLAND, OR 97239

Comments:
POPULATION WILL CONTINUE TO GROW, NEED NEW BRIDGE NOW, LIGHT
RAIL IS WAVE OF THE FUTURE

PAY WITH TOLL

**OREGON COULD GIVE TAX DEDUCTION OR CREDIT TO COMMUTERS WHO
WORK IN OREGON OR WASHINGTON AND USE BRIDGE TO GET TO WORK
PUT PARKING LOTS NEAR STORES IN WASHINGTON, COMMUTERS WILL
SHOP BEFORE GOING ON HOME, ONE STOP SHOPPING**

From: [Bill Feddeler](#)
To: [Columbia River Crossing;](#)
CC:
Subject: Draft Enviro statement
Date: Friday, May 02, 2008 11:24:21 AM
Attachments:

Greetings,

Regarding the Columbia River bridge, Marilyn and I feel that Option #3 on page A-4 of Friday May 2, 2008 is the only alternative that makes sense.

The current two bridges are old/ancient and need to be replaced for traffic and safety sake. We do not want to be on either of these span during an earthquake and do not wish tax payers dollars to be used repairing and retrofitting them. Light rail in the long run is the most cost effective and efficient proposed transit system. Limiting car usage is a goal that any person with reasonable faculties would push for. A new bridge as in Option #3 that is properly built will support our business climate and our lives far into the future.

Thank you for your work.

Best regards,



William and Marilyn Feddeler

Columbia River
 CROSSING

May 3, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 03, 2008 11:06:48 AM
Attachments:

Home Zip Code: 98665

Work Zip Code: 97208

Person:

Commutes through the project area



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Light rail is a must to come over to Vancouver. Stop wasting time and tax payers money. Get this bridge project completed and start moving forward with the building of the new

bridge.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 03, 2008 9:19:51 PM
Attachments:



Home Zip Code: 98682
Work Zip Code: 98683

Person:

Person commutes in the travel area via:

Bicycle
Car or Truck

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

Contact Information:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

I don't believe the project should go forward unless light rail is included.

From: frenchlily24@netscape.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 03, 2008 4:40:43 PM
Attachments:

Home Zip Code: 97217

Work Zip Code:

Person:



Lives in the project area

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Harley

Last Name: Koch

Title:

E-Mail: frenchlily24@netscape.net

Address: 11644 N Island Cove Lane

Portland, OR 97217

Comments:

I live on Hayden Island and I try not to drive north on I-5 in the afternoon. I feel we

"islanders" are penalized by living the farthest north on I-5, and are not allowed to drive in the HOV lane with only one person in the car. I propose giving us Island residents an identifying card to place on our rear view mirror, or somewhere visible on the dashboard, so that we may get home faster and not have to be stuck in all that Washington northbound traffic.

From: PamelaNelsen@aol.com
To: [Columbia River Crossing;](#)
CC:
Subject: *** Detected as Spam *** Columbia River Crossing
Date: Saturday, May 03, 2008 2:10:38 PM
Attachments:

I support **all new bridges** because they will be the safest. I support **lightrail** to alleviate heavy automobile and bus traffic.

Pamela Nelsen
5912 NW Bernie Drive
Vancouver, WA 98663

Wondering what's for Dinner Tonight? [Get new twists on family favorites at AOL Food.](#)



From: mp89134635@aol.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 03, 2008 5:32:47 AM
Attachments:

Home Zip Code: 97203

Work Zip Code:



Person:

Lives in the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: M

Last Name: Pastorino

Title:

E-Mail: mp89134635@aol.com

Address: 7081 N Newman

Portland, OR 97203

Comments:

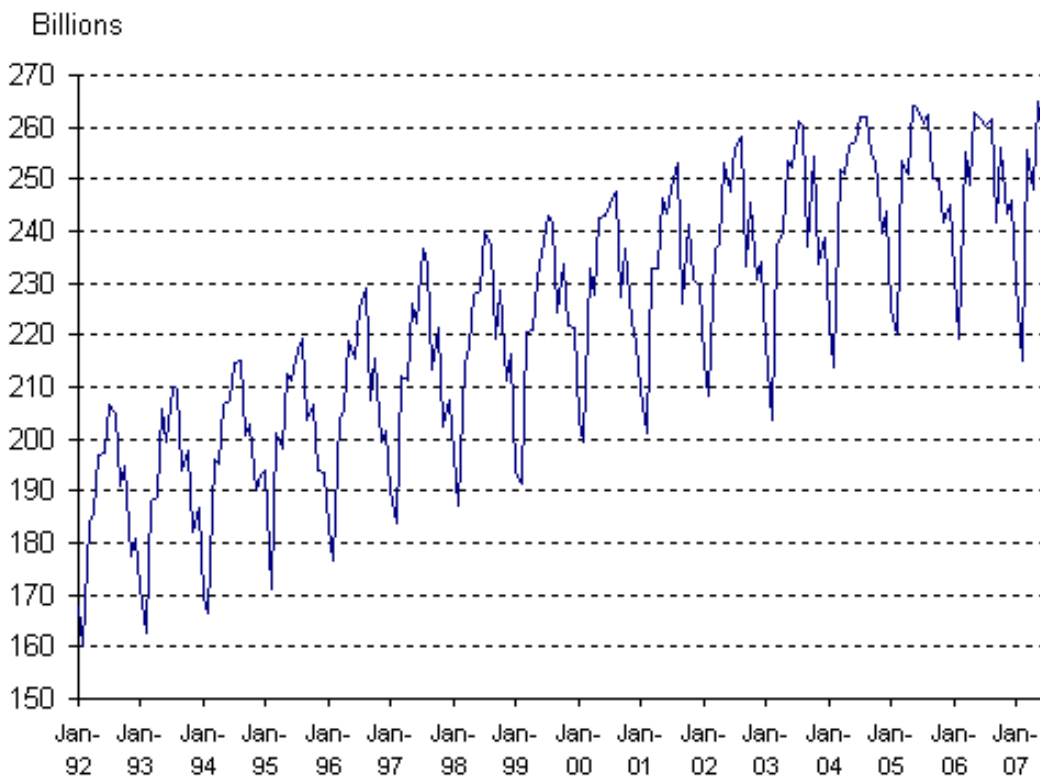
From: [Mark Robinowitz](#)
To: [Columbia River Crossing](#);
CC:
Subject: *** Detected as Spam *** Peak Traffic - and Peak Oil - no need for road widenings
Date: Saturday, May 03, 2008 2:37:32 AM
Attachments: [highway_vehicle_miles_traveled.gif](#)
[0423_mz_bus.jpg](#)

US Department of Transportation
Bureau of Transportation Statistics



chart about "Peak Traffic"
 (the BTS doesn't use that term)

Vehicle Miles Traveled	Highway miles (millions)	Percent change from same month previous year
Jun-06	261,657	-0.71
Jun-07	260,340	-0.50



http://www.businessweek.com/magazine/content/08_18/b4082000518114.htm

Gas May Finally Cost Too Much

Highway traffic is falling as pump prices climb. Are Americans rethinking their auto addiction?

by [Christopher Palmeri](#)

For 20 years now, county workers in Palm Beach County, Fla., have been counting cars with sensors at strategic points along its 4,000 miles of roads. Nearly every year traffic volume has climbed at least 2%. But in 2007 there was a slight decline in the number of vehicles on the roads. This year traffic is down 7.5% through March. "We're seeing a very significant change," says county engineer George Webb. "We're having a good time speculating why."

It's not just Palm Beach. Traffic levels are trending downward nationwide. Preliminary figures from the Federal Highway Administration show it falling 1.4% last year. Now, with nationwide gasoline prices having passed the inflation-adjusted record of \$3.40 a gallon set back in 1981, the U.S. Energy Information Administration is predicting that gasoline consumption will actually fall 0.3% this year. That would be the first annual decline since 1991. Others believe the falloff in consumption is steeper than the government's numbers show. "Our canaries out there tell us they are seeing demand drop much more considerably than the fraction the EIA is talking about," says Tom Kloza, chief oil analyst at Oil Price Information Service, a Gaithersburg (Md.) market research firm.

Is oil-guzzling America changing its ways? Some think so, though it's worth noting the U.S. still consumes one-third of the world's annual gasoline output. "It appears we've finally hit the ceiling that's causing the U.S. population to rethink how and where they use their vehicles," says Paul Weissgarber, who heads the energy practice at consulting firm A.T. Kearney.

Just look at the latest auto sales figures. Sales fell 8% overall during the first quarter of 2008, and those of gas-hungry SUVs and pickup trucks dropped off a cliff, down 27% and 14%, respectively. High gas prices are forcing even SUV lovers to shift gears. Fed up with spending \$100 five times a month to fill up his Chevy Suburban, Ron Gesquere, an auto parts executive from suburban Detroit, recently bid \$10,000 on eBay ([EBAY](#)) for a used Mini Cooper S. "I could make the payments on the Mini with the savings in gas," he says.

For years analysts have been surprised that gasoline consumption continued to rise even as prices kept climbing. Now that consumption has finally slowed, it remains to be seen if Americans are driving less just because the economy is doing poorly or if they are altering their behavior in a lasting way. Certainly consumers seem to be at a psychological turning point. Fuel prices are rising faster than incomes and show no sign of slowing down. Being green is trendy, and the war in Iraq has fanned concerns about U.S. dependence on oil from abroad.

Consider, too, that ridership on public transport climbed to a 50-year high in 2007, reports the American Public Transportation Assn., as more companies start to pick up part of the tab for employee commuter costs. (Such corporate subsidies became tax-deductible recently.) And sales of more fuel-efficient cars are up. The shift has not been lost on Detroit's Big Three, which heavily depend on SUV and pickup sales for profits. "Fuel economy as a selling point is absolutely here to stay," says James Farley, group vice-president for marketing at Ford Motor ([F](#)). "Our future plans revolve around the idea that gasoline is going sideways and up from here, not down."

A BOOMER SLOWDOWN

Demographic factors may also be driving down gasoline consumption. When the postwar march to the suburbs was in full swing and the nation's highways expanded, gas consumption grew by an average of 4% a year. In more recent years that rate has moderated to 1.2%. A study released in April by the EIA posited that part of the decline could be attributed to falling population growth and baby boomers exiting their peak driving years. That translates into fewer car sales on a per capita basis. Many analysts have been knocking down their estimates of growth in worldwide oil demand because of weaker consumption in the U.S.

Mind you, it's not yet certain that falling gas consumption is here to stay. Historically, consumption tends to dip during recessions, then rebounds with the economy. "There have really only been a few times Americans have cut back their gas consumption over a long period of time," says Geoff Sundstrom, a spokesperson for the American Automobile Assn. "Those occasions are where you've had high prices and a recession, such as 1974 and 1981. It looks like we're heading into another one of those." EIA researchers expect consumption growth will rise back up to 0.9% next year—though that's still below what the U.S. has averaged so far this decade.

So even if gas consumption does bounce back it's likely to do so at a slower pace. "Consumer habits are pretty sticky," says Adam Robinson, an energy analyst at Lehman Brothers ([LEH](#)). "We've seen a long period of high prices that has finally hit the consumer, and now they're going to shift

their preferences."

Indeed, some commuters are finding public transport to their liking. Aly Cohen, a 27-year-old financial analyst at Costco Wholesale ([COST](#)), first tried taking the bus to work in January. Now, with her employer picking up most of the \$63 tab for a monthly bus pass, she has stopped driving to work altogether and cut her gas consumption in half. "It's nice," she says. "I can take a nap or read." Such a shift in commuting habits, if copied on a large scale, may alter U.S. energy consumption in significant and surprising ways.

For more on rising gasoline prices and motorists' reactions, watch a video report at businessweek.com/go/tv/gas.

With David Kiley and David Welch in Detroit.

[Palmeri](#) is a senior correspondent in BusinessWeek's Los Angeles bureau.

http://www.businessweek.com/magazine/content/08_18/b4082056979063.htm?chan=rss_topStories_ssi_5

Good-Bye, Cheap Oil. So Long, Suburbia?

Author James Kunstler says the Automotive Age is almost history and deconstructs McMansion living

by [Mara Der Hovanesian](#)

The suburban landscape has been marred by foreclosures and half-built communities abandoned in the subprime aftermath. But James Howard Kunstler, author of a dozen books, including *The Geography of Nowhere: The Rise and Decline of America's Man-Made Landscape*, thinks there's a bigger threat to those far-flung neighborhoods: the scarcity of oil. As Kunstler sees it, oil wells are running dry and the era of cheap fuel is over. Given the supply constraints, he says the U.S. will have to rethink suburban sprawl, bringing an end to strip malls, big-box stores, and other trappings

of the automotive era. Kunstler, 59, predicts a return to towns and cities centered around a retail hub—not unlike his hometown of Saratoga Springs, N.Y. But the shift to this new paradigm, he says, will be painful. (Kunstler could be off the mark; he predicted technological Armageddon after Y2K.) *BusinessWeek* writer Mara Der Hovanesian spoke with Kunstler about suburbia, which he calls "the greatest misallocation of resources the world has ever known."

Why has suburban life flourished?

The suburbs were largely products of industrialism. We had a huge supply of oil and cheap undeveloped land, and we decided to become a happy, motoring utopia. It had many practical benefits. The trouble is after a while it became a cartoon of country living.

Why is suburbia now threatened?

Cheap oil is what made suburbia possible. But we'll run into problems with spot shortages. As we get into trouble with these supplies, our economy will suffer. Major instabilities in the system will present themselves much sooner than we are led to believe. And by that I mean the way we produce food, the way we conduct commerce, and the way we move around.

When will all that happen?

The rise and fall of oil production is asymmetrical. In other words, it'll be a steeper, rockier tumble down than the steady increase going up. My own sense of things is that we will be in very serious trouble inside of five years.

Won't it help to cut back on gas?

I get people who come up to the podium after a speaking engagement to tell me they've just gotten a Prius, expecting brownie points. It's not that

we're driving the wrong cars. It's that we're driving cars of any size, incessantly.

What about biofuels?

We will use all of them, probably. But we will be greatly disappointed by what they can do for us. We certainly aren't going to run Wal-Mart ([WMT](#)), Disney World ([DIS](#)), and the highway system on any combination of solar, wind, nuclear, ethanol, biodiesel, or used french-fry oil.

Isn't it a bit radical to declare game over for Wal-Mart?


It is part and parcel of the suburban predicament. How long can they maintain their warehouse-on-wheels as the price of motor fuels goes up?

How will the U.S. have to adapt?

Virtually anything organized on a grand scale is liable to fall into trouble—government, finance, corporate enterprise, agribusiness, schools. Our gigantic metroplex cities will prove to be inconsistent with the energy diet of our future. I think our smaller cities and towns will be reactivated. We are going to be a far less affluent society.

Does your lifestyle reflect all this?

I live in a classic Main Street town. I've always had a garden. It certainly doesn't provide for all my needs, but for all of my salad and salsa fresca needs, in season. I'm not a survival nut. I'm not squirreling away wheat berries in plastic tubs in the basement. I don't have an arsenal of firearms. I lead a pretty normal American small-town life. Of course, I'm a self-employed author and don't have to commute to work.



LINKS

Down on the Minifarm

Small vegetable and herb farms are sprouting in suburbia, reported *The Wall Street Journal* on Apr. 22. A one-eighth acre plot costs \$5,500 to start plus \$2,000 more each year, but it can yield \$10,000 to \$20,000 in annual sales. Environmentalists applaud the practice, which cuts the carbon cost of bringing food to consumers. But some neighbors of minifarms are complaining about bad smells from manure, the article notes.

[Der Hovanesian](#) is Banking editor for BusinessWeek in New York .

http://www.businessweek.com/magazine/content/08_18/b4082000049320.htm

NEWS April 23, 2008, 2:32PM EST

Suddenly, It's Cool to Take the Bus

Sky-high gas prices have more commuters switching to employer-subsidized transportation—and loving it



Microsoft's employee shuttle: The airy, Wi-Fi-equipped coaches are wildly popular Rick Dahms

by [Michelle Conlin](#)

For years, in-house transportation gurus at companies across the country have been obsessing about how to cajole employees out of their cars. They've handed out mass-transit passes, ordered fleets of luxury coaches, reserved premium parking spots for van pools, and filled locker rooms with toiletries and towels for those who bike to work. They've educated workers about the evils of not only the SUV but the SOV (single-occupancy vehicle). And they've appealed to the corporate drudge's quest for happiness, brandishing research showing that those who travel to work alone in cars are the most miserable commuters of all.

Nothing, however, has done as much for their cause as today's record prices for petrol. Employees who once sneered at the "bus people" or "bike freaks" are clamoring to sign up for all manner of company-subsidized transportation programs. "Every time gas prices rise, I get more and more employees who are taking our car pools or van pools or shuttle buses," says Schering-Plough's ([SGP](#)) transportation chief Sheila Gist. This new golden age has Gist in overdrive, scheduling new routes for what has become Schering's own in-house transit system. In the past year alone, Gist says, ridership is up by as much as 40%. Companies are big on breaking the car addiction because doing so raises productivity, amps morale, and delivers much lusted-after green cred.

The surge in oil prices has accelerated the trend. So have new corporate tax deductions for employer-subsidized transportation. Consider what's happening at insurer Safeco ([SAF](#)). When the company moved to Seattle last year, it installed commuting concierges to help employees figure out how best to use the company's vouchers for mass transit, shuttles, car pools, and ferries. Free rentals from Zipcar await those who need to run errands during the day. Safeco also encourages its staff to skip the commute altogether by offering free phone and broadband service for their home offices, as well as a furniture stipend with which to decorate. Today, 90% of employees are out of their cars, up from 50% in 2006. The company is aiming for zero-car status. Says Safeco transportation analyst Brady Clark: "We're still working on that 10%."

A PERMANENT SHIFT?

Some companies can't meet the demand fast enough. After Microsoft ([MSFT](#)) rolled out a new shuttle-bus service last fall, employees immediately howled for more routes. The plush, Wi-Fi-equipped coaches have become so wildly popular—strategy chief Craig Mundie is a big fan—that when word leaked recently that Microsoft was adding to the service, a group of Microsofters hacked into the reservation system and filled up the new routes before they were even announced. Employee Bryan Keller used to commute alone in his 20-mpg Honda Pilot. "I've regained two hours of my day," he says. Using Microsoft's online "carbon calculator," Keller estimates he's saved \$150 on gas and dropped 1,000 pounds of CO₂ from his carbon footprint since he began using the service in October.

The executive in charge of the program, Chris Owens, has watched employee interest in alternatives rise and fall with the price of gas before. But he believes this time is different. "I think people are making lifestyle changes now, permanent changes like getting out of their cars or switching vehicles or just not driving to work anymore," says Owens. "People are starting to believe this is a longer-term situation."

Conlin is the editor of the Working Life Dept. at *BusinessWeek*.

ruckrover•

Apr 26, 2008 4:23 AM GMT•

What is the IQ of a Hummer driver? Do Hummer drivers have social consciences? How much longer can we fail to tax the hell out of big gas-guzzlers to pay for the health costs of air pollution and future costs of global warming or a world where there is not enough oil for essential air transport and shipping, mining and agriculture?

Squeezebox•

Apr 25, 2008 10:12 PM GMT•

The Federal Government is "on the bus" too! Federal employees have had subsidies for bus passes and vanpools for years. It's a nice way to give everyone a "raise" and clean the air too.

Olusegun Mikhail BAYODE•

Apr 25, 2008 9:05 AM GMT•

This is a case of "necessity is the mother of invention". Thanks for the rising pump price. On a serious note, with a well organised mass transit system, vehicular traffic will reduce and our roads will last longer. Road maintenance cost will reduce and more people are moved with less buses compared to cars & SUVs. In Nigeria, Lagos state has a Bus Rapid Transit(BRT) scheme operational presently. But the challenge has to do with consistency in government polices and sustainability. The issue of security will have to be looked into, timing of the arrivals and departures should also be predictable. This is very important especially where most organisations have zero tolerance policies for lateness.

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: Rincon40@yahoo.com
To: [Draft EIS Feedback;](#)
CC:
Subject: DEIS Document Viewer Feedback
Date: Saturday, May 03, 2008 6:40:38 PM
Attachments:

From: Mark Rogen
Zip Code: 98662
Address: 7931 NE Loowit Loop , Apt 8
City: Vancouver
State: Wa
E-Mail: Rincon40@yahoo.com
Section: Draft Environmental Impact Statement
Page: i

Comment or Question:

I have driven the I-5 Bridge crossing since the 60's when the toll was on. I am complete support of the Replacement bridge with a Light rail as part of that bridge. Using the old bridge during the construction would allow use and then destroy the old brige when the new one is installed. A toll should be in place as the old one. That is the toll should be eliminated when the payment has been completed for the bridge.



From: jlvinson@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Saturday, May 03, 2008 2:49:35 PM
Attachments:

From: Jonathan Vinson
E-Mail: jlvinson@hotmail.com
Comment or Question:

Thank you so much for soliciting public input.

I feel strongly that all decisions made with regard to the CRC should reflect the progressive values of the communities involved. I think that commercial traffic, high-volume automobile traffic (carpools), and bicycle/pedestrian traffic should be prioritized. Light rail should be a convenient and inexpensive option for daily commuters. Other than increasing lane widths for safety, I would favor NO increase in lane number for single occupancy cars and trucks. I strongly favor a toll which might vary with time of day and number of passengers; bike/ped/light rail travellers should be exempt.

In short, I think that we should display the "intestinal fortitude" in our planning needed to discourage frequent crossings by single occupancy motor vehicles. This may be politically unpopular, but our two states have a tradition of making such decisions when they are clearly in everyone's best interests.

Thank you again for your time and hard work,
Jonathan Vinson



From: glennwhitewa@gmail.com
To: [Draft EIS Feedback;](#)
CC:
Subject: DEIS Document Viewer Feedback
Date: Saturday, May 03, 2008 3:47:10 PM
Attachments:

From: Glenn White
Zip Code: 98663
Address: 4105 Main Apt. 16
City: Vancouver
State: WA
E-Mail: glennwhitewa@gmail.com
Section: Draft Environmental Impact Statement
Page: i

Comment or Question:

We need plenty of pedestrian and bicycle access with decent views. We need plenty of room for mass transit. We need this regardless of where the crossing is. We need it regardless of what is on each side of the crossing at this time. We need vision.



From: manfred_wiesel@msn.com
To: [Columbia River Crossing:](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 03, 2008 12:59:48 PM
Attachments:

Home Zip Code: 97132

Work Zip Code:

Person:

Lives in the project area



Other - Oregon taxpayer

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:
Supplemental Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Manfred

Last Name: Wiesel

Title:

E-Mail: manfred_wiesel@msn.com

Address:

,

Comments:

Bridge to be paid by toll or by the Clark county tax refugess from Oregon.

I know a bunch of folks that fled to Clark county to avoid Oregon taxes.

Columbia River
 CROSSING

May 4, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, May 04, 2008 12:37:39 PM
Attachments:

Home Zip Code: 97225

Work Zip Code:

Person:

Other - Use the route occasionally



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

From: [Kraushaar, Pete](#)
To: [Columbia River Crossing](#);
CC:
Subject: FW: Tolling-PS
Date: Sunday, May 04, 2008 11:47:04 AM
Attachments:

Sorry, paragraph two should read - "I have heard rumours that tolling may start well before CONSTRUCTION begins"



From: Kraushaar, Pete
Sent: Sun 5/4/2008 11:44 AM
To: 'feedback@columbiarivercrossing.org'
Subject: Tolling

Unfortunately I can not make the open house on 5/28. So I would like to know if there are plans to toll the I-205 bridge as well as I-5 to pay for this project?

I have also heard "rumours" that tolling will begin well before tolling even begins.

Could you clear this up?

Pete

DISCLAIMER:

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

From: [Elinor Perlich](#)
To: [Columbia River Crossing; elinperlich@hotmail.com;](#)
CC:
Subject: *** Detected as Spam *** river crossing options
Date: Sunday, May 04, 2008 11:52:01 AM
Attachments:

In my opinion, we should maintain the current bridge and plan for a third crossing of the Columbia River which would include heavy trucks and such. The money we have spent should have helped us to prepare for that third bridge.

Elinor Perlich
Vancouver WA

Make Windows Vista more reliable and secure with Windows Vista Service Pack 1.
[Learn more.](#)



From: hermia51@comcast.net
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC Submit Comments Page
Date: Sunday, May 04, 2008 8:25:55 AM
Attachments:

From: Christy Rawlings

E-Mail: hermia51@comcast.net

Comment or Question:

The best idea is build a new bridge with light rail. But, the toll on Washington drivers going into Oregon is fine, but those drivers that work in Oregon, should not have to pay Oregon taxes, if they are having to pay a toll on the new bridge.
Oregon benefits far more from this than Washington.



From: pdxbike@yahoo.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Sunday, May 04, 2008 9:19:59 PM
Attachments:

From: Randy Richmond
E-Mail: pdxbike@yahoo.com
Comment or Question:

1. I'd like to see less cars on the bridge. Most vehicles pollute. Portland already has high air pollution.
2. Create a huge tax on single person car trips on the bridge. A bike only portion of the bridge. I'm for refurbishing the current bridge. Make it a toll bridge!



From: [Andrea Vargo](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: Feedback
Date: Sunday, May 04, 2008 1:17:48 PM
Attachments:

I vote NO on a new bridge. My thought is that we could save a huge bunch of money and possibly undo much of the congestion by widening the high that leads to the bridge. Even with a new bridge, the lane narrowing on I-5 on the Oregon side would keep traffic backed up.

So let's try the revamping of I-5 first.

Andrea Vargo



May 4, 2008

Heather Gunderson
Columbia River Crossing
700 Washington St. Suite 300
Vancouver, WA 98660

RECEIVED

MAY 07 2008

Columbia River Crossing

Dear Ms. Gunderson:

We strongly support Option 3, the replacement bridges with light rail. Based on the draft environmental impact statement story published in the Columbian May 2, we think this is the only plan that completely accomplishes the goals of the project. All issues considered, this is by far the winner, in our opinion.

We believe that all of the other options should be taken off the table as soon as possible, after giving the nay sayers their chance to be heard. We favor then proceeding quickly to finalizing financing plans, construction documents, the bidding process and getting underway with construction. The problems with the existing crossing are only going to worsen. The cost to fix the situation is only going to increase. Now is the time to proceed with the new Columbia River Crossing.

Best wishes,



Ken Powell & Gilda Powell

Ken and Gilda Powell
3012 SE Spyglass Drive
Vancouver, WA 98683
885-1108

P..S. Please send us a copy of the executive summary of the draft environmental impact
Thank you.

May 4, 2008

Heather Gunderson
Columbia River Crossing
700 Washington St. Suite 300
Vancouver, WA 98660

RECEIVED

MAY 07 2008

Columbia River Crossing

Dear Ms. Gunderson:

We strongly support Option 3, the replacement bridges with light rail. Based on the draft environmental impact statement story published in the Columbian May 2, we think this is the only plan that completely accomplishes the goals of the project. All issues considered, this is by far the winner, in our opinion.

We believe that all of the other options should be taken off the table as soon as possible, after giving the nay sayers their chance to be heard. We favor then proceeding quickly to finalizing financing plans, construction documents, the bidding process and getting underway with construction. The problems with the existing crossing are only going to worsen. The cost to fix the situation is only going to increase. Now is the time to proceed with the new Columbia River Crossing.

Best wishes,



Ken Powell & Gilda Powell

Ken and Gilda Powell
3012 SE Spyglass Drive
Vancouver, WA 98683
885-1108

P..S. Please send us a copy of the executive summary of the draft environmental impact
Thank you.

Columbia River
 CROSSING

May 5, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 8:34:47 AM
Attachments:

Home Zip Code: 97217
Work Zip Code: 97209



Person:

Lives in the project area
Commutes through the project area

Person commutes in the travel area via:

Bicycle
Car or Truck

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

Contact Information:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

I do not support expanding the bridge to an eight lane option. I-5 on both the Oregon and

Washington sides is not that wide. It creates a bottleneck that will then "have to be addressed." Encouraging other options to move people is a more appropriate situation.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 9:38:27 AM
Attachments:

Home Zip Code: 97215

Work Zip Code: 97202

Person:

Other - visit Vancouver



Person commutes in the travel area via:

Bicycle

1. In Support of the following bridge options:

Supplemental Bridge

None

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

The existing infrastructure is pretty bad for bike transit, and of course there is no provision for light rail. Building more traffic lanes has been proven over and over to create more traffic and congestion. It has never worked to improve congestion in the long run.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 11:42:47 AM
Attachments:

Home Zip Code: 97206
Work Zip Code: 97211



Person:
Works in the project area

Person commutes in the travel area via:
Bicycle
Bus
Car or Truck

1. In Support of the following bridge options:
None

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Yes
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:
First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

I strongly appose the 4 proposals which call for 12 lanes of highway across the river. What we need is simply one bridge with transit which will reduce the need to drive across the river. None of the proposals allows for transit without also spending billions on a massive highway bridge. Auto use has been continuously declining due to gas prices, we don't need more roadway

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 1:15:15 PM
Attachments:

Home Zip Code: 97220
Work Zip Code: 97209



Person:
Commutes through the project area

Person commutes in the travel area via:
Walk

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

Contact Information:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 1:58:35 PM
Attachments:



Home Zip Code: 97209

Work Zip Code: 97214

Person:

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Unsure

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I know it's too late for new proposals, but part of this just came to me. Sorry. Ignore it if you want to.

I don't like any of the current proposals. If the existing bridges have to be replaced because of structural reasons, fine, do it, and don't repeat the design errors that exist now. Specifically, the curves, the hill, the entrances and exits too close together, the impression that the lanes are narrow, the drawspan.

Build a new bridge (or pair of bridges) with four lanes, each as wide as the lanes leading to it, plus left and right shoulders in each direction. One separate right-of-way for bikes and pedestrians, wherever it works best (east side, west side, or in the center, as on the Glen Jackson bridge. Left lane for carpools and/or buses, if this justifies itself (New Jersey uses bus-only lanes really successfully through the Lincoln Tunnel). No light rail -- I do believe in it, but there is no route north of the bridge that has dense enough residency to justify service. People will not ride a bus to a train. And the Vancouverites hate light rail. Bus route design is flexible; light rail route design is not. I realize this makes the Expo line a lightly-travelled dead-end. Tri-Met shouldn't have built it unless the crossing was a sure thing.

To avoid a hill, note that the Vancouver bank is relatively steep -- the abutment would be between 7th and 11th Streets. The Oregon side has room for a longer, gradual grade.

To avoid the "closed-in" feeling that makes drivers slow down because they think lanes are narrow, build a top-deck bridge, like the Glen Jackson and the Abernathy.

To avoid the curves, either have a curving bridge (but no sharper a curve than is found on the Glen Jackson), or a straight bridge with the north landing about 100 feet east of the current landing. In the latter case, there would have to be a curve at the south end. Actually, a continuation of the existing curve south of Marine Drive would work. Note that the new bridge(s) should be just far enough east of the existing northbound span so that construction is not impeded by proximity to the existing spans.

To avoid the ramps that are too close together, eliminate the Jantzen Beach exits. Wait! Read on! Have southbound traffic destined for Jantzen Beach exit at Marine Drive, turn right, and use a new bridge to Hayden Island. This bridge would be just west of the interchange. Low altitude (the sailboats that dock in that channel would have to go around the east end of the island), four lanes, short, cheap. Considering the existing road layout on Hayden Island, travel time might even be shortened. The I-5/Marine Drive/MLK interchange would have to be reworked somewhat. We're literally going in circles there now.

Make provision for reversible lanes. Install manually operated overhead signals for each lane. At each end of the structure, pave and stripe the median for crossover traffic (see the Delaware Memorial Bridges on I-95).

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 4:46:34 PM
Attachments:

Home Zip Code: 97217

Work Zip Code: 98663



Person:

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

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I support the 'no build' option since all other scenerios provide for an eight-lane "auxillary lanes" included route across the river. I do not agree with the assumption that either we build capacity for a massive increase in vehicle traffic, or we don't. Why? Because auto use has actually DECLINED for the first time in 30 years and it should keep doing so. We need high capacity transit, not SOV transit.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 8:28:39 PM
Attachments:

Home Zip Code: 97217
Work Zip Code: 97204



Person:
Lives in the project area

Person commutes in the travel area via:
Bicycle
Car or Truck

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

Contact Information:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and

earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 9:45:28 PM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97230

Person:

Works in the project area

Commutes through the project area



Person commutes in the travel area via:

Bicycle

Bus

Car or Truck

Walk

Other - company car

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

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 9:54:53 PM
Attachments:

Home Zip Code: 97219

Work Zip Code:

Person:

Works in the project area

Commutes through the project area



Person commutes in the travel area via:

Bicycle

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

This is the most complete, thorough and well-written DEIS that I have ever read.

From: edarden_2@juno.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 5:00:15 PM
Attachments:

Home Zip Code: 98661

Work Zip Code:

Person:

Lives in the project area



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Roger

Last Name: Darden

Title: Retired

E-Mail: edarden_2@juno.com

Address: 4201 E. 4th Plain Blvd. - D13

Vancouver, WA 98661

Comments:

From: roguewoman@gmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 11:10:07 AM
Attachments:

Home Zip Code: 97202

Work Zip Code: 97214



Person:

Person commutes in the travel area via:

Bicycle

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Bonnie

Last Name: Hildebrand

Title:

E-Mail: roguewoman@gmail.com

Address:

,


Comments:

I completely oppose the Columbia River Crossing project.

From: [jen h](#)

To: [Draft EIS Feedback; Mayor Royce Pollard; Pat.Jollota@ci.vancouver.wa.us; Jeanne.Harris@ci.vancouver.wa.us; Jeanne.Stewart@ci.vancouver.wa.us; Tim.Leavitt@ci.vancouver.wa.us; Larry.Smith@ci.vancouver.wa.us; Pat.Campbell@ci.vancouver.wa.us;](#)

CC:

Subject: Fwd: Columbia River Crossing 

Date: Monday, May 05, 2008 10:06:12 AM

Attachments:

Councilmembers Campbell, Smith, Leavitt, Stewart, Harris, Jollota, and Mayor Pollard;

I don't know why the Columbia River Crossing Task Force even bothers to pretend like they care about the public's wishes for this project. After reading the Columbian's latest article it is absolutely a waste of time to have public meetings to elicit feedback that none of our elected officials seem to want to listen to. You all have already decided that light rail is going to be rammed down our throats whether we like it or not. It doesn't matter what the citizens want because Vancouver absolutely has to have what Portland has—regardless of whether it is the right solution for us. What's next putting in a ridiculously expensive tram?

And now the wishes of Portland officials and others on the Oregon side of the river are more important than the needs, and wishes of your own citizens who will be footing much of the bill. I thought our mayor and city council all were supposed to be working for us—their constituents. In Portland they are adamant that a new bridge *must* carry light rail and they aren't going to do anything unless light rail is part of this project—sounds a bit like blackmail to me.

More than a year ago, Vancouver Mayor Royce Pollard said he wouldn't support a bridge unless it had light rail so why the

charade of exploring different ideas and solutions? Why are you all so threatened by the idea of pursuing other transit options? Because exploring differing viewpoints could jeopardize chances for the region to achieve consensus—and we all know consensus is so much more important to you all than actually finding the right solution for our transportation needs.

The cost savings for bus rapid transit over light rail is comparatively modest some say, an estimated \$89 million to \$176 million, in a project that could cost up to \$4.1 billion. Well you all don't worry too much about keeping costs low when it is taxpayers' money do you?! The truth is that light rails costs more to build and more to operate and is less flexible and less scalable than Bus Rapid Transit. I have found a lot of data from conducting my own research instead of just believing the biased garbage printed in the Columbian or available on the CRC Website.

Where costs are concerned there is some reliable data out there. The United States Government Accounting Office (GAO) did a study that found the following:

§ Light rail is 2.5 times as expensive to construct as bus rapid transit (BRT) in its most expensive configuration, exclusive bus freeway lanes (Figure).

§ Light rail is nearly four times as expensive to construct as bus lanes that also serve as high occupancy lanes.

§ Stunningly, that light rail is more than 50 times as expensive to construct as bus lanes on arterial streets. This is an important finding, because arterial bus lanes have great promise. Curitiba, Brazil has pioneered an arterial street bus lane system that carries at least six times the hourly volume of the best US light rail line.

§ In all configurations combined, light rail is 3.7 times as expensive as BRT to build

§ It is estimated that light rail operating and capital costs per passenger mile are \$3.16, nearly three times that of BRT at \$1.08

(<http://www.gao.gov/new.items/d01984.pdf>)

Proponents of light rail also claim that light rail produces slightly less air pollution. Unfortunately, that doesn't appear to be the case at all according to a recent Cato Institute study. In fact Cato senior fellow Randal O'Toole demonstrates that rail transit is "ineffective at reducing carbon dioxide emissions." The reason according to O'Toole is that, "While most rail transit uses less energy than buses, rail transit does not operate in a vacuum: transit agencies supplement it with extensive feeder bus operations," O'Toole writes.

Furthermore, "Those feeder buses tend to have low ridership, so they have high energy costs and greenhouse gas emissions per passenger mile. The result is that, when new transit lines open, the system as a whole can end up consuming more energy, per passenger mile, than it did before." (http://www.terraily.com/reports/Rail_Transit_Poor_Choice_For_Reducing_Greenhouse_Gases_999.html)

O'Toole also recommends in the study that "instead of pursuing costly rail projects, cities should look at proven alternatives. These include powering buses with alternative fuels, increasing the concentration of buses on heavily used routes, building new roads, implementing tolls, coordinating traffic signals, and encouraging drivers to purchase more fuel-efficient cars."

Spending a ton of money to do "studies" when you already made a decision is as ridiculous as holding public meetings to gather feedback that you don't use. You only seem to value data and feedback that supports light rail and the mindless sycophants at The Columbian are just as biased it would seem. I am not buying into this light rail frenzy and if you had any common sense you wouldn't either. Vancouver government apparently only works for Portland.

Jennifer Hughes

RECEIVED

MAY 05 2008

Columbia River Crossing

my opinion

By the time the bridge would be finished, the price of gasoline will be so high, and gasoline may be rationed, people will use the bridge to walk and to bicycle.

For now a toll should be placed on the present bridge high enough to discourage people who work in Portland and move to Washington to escape our (Portland's) property tax and then shop to Portland to escape Washington sales tax.

I think we are 20 years too late for the new bridge.

Joe Hamm

3913 N. Ingview Ave.

Portland, Or. 97227

503-282-2684

RECEIVED

MAY 05 2008

my opinion

Columbia River Crossing

By the time the bridge would be finished, the price of gasoline will be so high, and gasoline may be rationed, people will use the bridge to walk and to bicycle.

For now a toll should be placed on the present bridge high enough to discourage people who work in Portland and move to Washington to escape our (Portland's) property tax and then shop to Portland to escape Washington sales tax.

I think we are 20 years too late for the new bridge.

Joe Hamm

3913 N. Ingview Ave.

Portland, Or. 97227

503-282-2684

From: aoller@mindspring.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Monday, May 05, 2008 8:38:08 PM
Attachments:


From: Alicia Oller

E-Mail: aoller@mindspring.com

Comment or Question:

Light rail is critical to the new bridge crossing. I personally believe Clark County is being very short-sighted if it does not embrace light rail as part of the I-5 Columbia River Crossing solution. I commute to Portland 5 days a week & drive across the bridge most weekends so I would welcome MAX extending into Vancouver & Clark County. I live in the Lincoln Neighborhood and would LOVE to have a park n ride or at least MAX stops in the vicinity that I could walk or ride my bike to. Thanks.



From: steve@belshireconcrete.com
To: [Draft EIS Feedback;](#) 
CC:
Subject: DEIS Document Viewer Feedback
Date: Monday, May 05, 2008 11:53:07 AM
Attachments:

From: steve shirey
Zip Code: 98642
Address: 27603 ne 10th ave
City: ridgefield
State: wa
E-Mail: steve@belshireconcrete.com
Section: 3.1 Transportation
Page: 3-35

Comment or Question:

A beautiful 19th century solution for 21st century transportation needs. You forecast a 30 percent increase in vehicle traffic yet do not propose any additional auto/truck lanes. You also assume commute back and forth to work like my grandfather did. But he never stopped after work to shop, workout, or attend a child's after school activity. It is a constant irritant that I can see Oregon from Ridgefield but can not get there without going through Portland. Lots of luck getting taxpayer support.

Furthermore, your draft EIS does not address the chaos that the actual building will create in Vancouver. My guess is that downtown commerce will die during the two years of traffic disruption and lane closures.

From: agtanner@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Monday, May 05, 2008 4:41:31 PM
Attachments:

From: Alex Tanner
E-Mail: agtanner@hotmail.com
Comment or Question:

I am all for adding lanes to improve the flow of traffic on I5, however I'm am very much against a toll. I really don't think that penalizing people to drive their vehicle across the bridge is a good idea. People pay plenty of taxes to the government and part of the governments responsibility is to take care off the roads. As far as mass transit on the bridge goes, I think money should be spent on it proportionately to the the percentage of people who use mass transit - which I believe is pretty small. For example, if 5% of people use mass transit, why should we spend more than 5% of the money on them? I understand that Portland wants more people to use mass transit but lets be reasonable here - for allot of people, using it is a hassle. I also don't buy the argument that government doesn't have enough money to build this bridge - I know of too much waste in government to be fooled by that.

Thanks



From: sfweis@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 9:36:01 PM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97217

Person:

- Lives in the project area
- Works in the project area
- Owns a business in the project area



Person commutes in the travel area via:

- Bicycle
- Bus
- Car or Truck
- Walk

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

Contact Information:

First Name: Stephen

Last Name: Weis

Title:

E-Mail: sfweis@hotmail.com

Address: 2250 N. Kilpatrick St.

Portland, OR 97217

Comments:

Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge. As the cost of gas increases more of us will look for alternative transportation. Please consider this NOW BEFORE you have you a 12 lane highway that is not meeting our needs of our children but rather the needs of the past generations.

From: twcounseling@gmail.com
To: [Columbia River Crossing:](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 9:56:16 PM
Attachments:

Home Zip Code: 07217
Work Zip Code: 97006, 97217

Person:

Lives in the project area
Works in the project area
Owns a business in the project area



Person commutes in the travel area via:

Bicycle
Bus
Car or Truck
Walk

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

Contact Information:

First Name: Teresa
Last Name: Wilmeth
Title:
E-Mail: twcounseling@gmail.com
Address: 2250 N. Kilpatrick St.

Portland, OR 97217

Comments:

Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge. Our community is working so hard to detoxify N. Portland. Please do not directly undermine our efforts with this plan. In addition, a short span of 12 lanes does NOT solve the problem but rather moves it and is a solution from an era that is quickly coming to an end. Investment in light rail, mass transit and savvy marketing are the only answers many will be able to afford as the price of gas continues to rise. Our local economy is at risk if we look to solutions of the past.

Columbia River
 CROSSING

May 6, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: kaleidofun@aol.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 2:07:05 PM
Attachments:



Home Zip Code: 98661

Work Zip Code: 98661

Person:

Lives in the project area

Owns a business in the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name: Reardon

Last Name: Adcock

Title:

E-Mail: kaleidofun@aol.com

Address:

,

Comments:

I would like to suggest another possible approach the new bridge. First phase would be a

new four-lane span West of the existing bridge. This new bridge would be the same style and architecture at the current. Elevate the center to allow river traffic to pass. This new span would act as the new Southbound lanes. The next phase would be to rebuild the East, Northbound span to match the new West, Southbound span. The third phase would be to rebuild the center section to handle light rail and foot traffic.

This would give a dedicated lane to Hwy 14 as it merges with I-5. Don't allow traffic from downtown to enter the freeway at this location. Light rail is an ineffective and inefficient necessary evil that government wants to force on the people. I'm fine with that as long as the total picture is improved.

Because the I-5 bottleneck in Portland will always be present unless they have a major change in political philosophy. For that reason there is no need to get people to that bottleneck faster. The traffic will still back up to the Interstate Bridge during rush hours even with a new bridge of any design.

In the plans, serious thought should be given to having a main highway off ramp going directly to the port area and not going through the downtown streets. Whatever the final plan it should be cost effective to solve the most logical problems not create more. The downtown area is struggling to rebuild itself. A mammoth bridge structure would discourage all future development of this area and destroy any hope of giving Vancouver a true identity. Please give this some serious thought before a final design is adopted.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 7:29:01 AM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97213

Person:



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and

earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 8:00:18 AM
Attachments:

Home Zip Code: 97215

Work Zip Code: 97214

Person:

Other -



Person commutes in the travel area via:

Bus

Car or Truck

1. In Support of the following bridge options:
Supplemental Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Tolls are good. Upgrades are good. 12 lanes are bad. Let's move into the future, which has a lot less oil, a lot more need to think pro-actively and a huge need for leadership that will set new standards and examples of what can be done.



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 9:01:48 AM
Attachments:

Home Zip Code: 97212
Work Zip Code: SW Portland

Person:

Person commutes in the travel area via:
Bicycle

1. In Support of the following bridge options:
None
2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Unsure
Kiggins Bowl Terminus: Unsure
Mill Plain (MOS) Terminus: Unsure
Clark College (MOS) Terminus: Unsure

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I love that I can bike to work and don't have to commute by car. I like that I can take my bike on bus or max and not have to use gas (expensive and dangerous) as an individual to get around. Please do not build a bridge for cars only! That will only increase car use

and set Portland back as just another non-innovative, less environmentally friendly city
(like the rest of major U.S. cities)

Think, think, think about it.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 10:16:17 AM
Attachments:

Home Zip Code: 97227

Work Zip Code: 97204

Person:

Other - live in the community that will be affected by the project

Person commutes in the travel area via:

Car or Truck



1. In Support of the following bridge options:

Supplemental Bridge

None

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 10:29:36 AM
Attachments:

Home Zip Code: 97211

Work Zip Code: 97218



Person:

Lives in the project area

Person commutes in the travel area via:

Bicycle

Bus

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Please respect the future of our area by adding light rail or some sort of mass transit to

the new bridge

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 11:42:33 AM
Attachments:

Home Zip Code: 97214
Work Zip Code: 97214

Person:
Other - Portland resident

Person commutes in the travel area via:
Car or Truck



1. In Support of the following bridge options:
None
2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Unsure
Kiggins Bowl Terminus: No
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

The five "options" do not offer enough variation and we are left choosing between a massive overgrown megaproject or nothing. Other alternatives should have included

incremental improvements: the seismic retrofitting option, the arterial bridges option, the congestion-pricing only option, the transit-only option, and a combination of demand management measures with vehicle capacity. The options proposed of a 12-lane-bridge or nothing is a deficient set of options. Regrettably, the best option left is the do-nothing option, because realistic alternative options were thrown away. It is apparent that the players involved wanted the 12-lane bridge from the start and this process was merely a formality. Now you should start over and do it right this time. Please don't throw more good money after bad.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 1:10:02 PM
Attachments:

Home Zip Code: 97212

Work Zip Code:

Person:



Other - live near by

Person commutes in the travel area via:

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I think a more responsible solution to a bigger bridge is to find more financially and environmentally conservative solutions to the problem including earthquake reinforcements, tolls and light rail as well as marketing programs to get people to use

mass transit.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 4:58:14 PM
Attachments:

Home Zip Code: 98642

Work Zip Code: 98660



Person:

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

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:
Replacement Bridge

2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Yes
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 8:58:13 PM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97209

Person:

Person commutes in the travel area via:

Car or Truck



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

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Please reconsider replacing and expanding the current I5 bridge. Alternative transit options such as light rail or rapid transit would be a much better option in terms of environmental impact and congestion.

From: jabelb@q.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 9:39:27 AM
Attachments:

Home Zip Code: 98664

Work Zip Code: 98664

Person:

Other - Shopping and entertainment



Person commutes in the travel area via:

Car or Truck

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

Contact Information:

First Name: James

Last Name: Brady

Title:

E-Mail: jabelb@q.com

Address: 10701 S/E Evergreen Hwy.

Vancouver, WA 98664

Comments:

The project team has been doing a great job.

From: rib166@yahoo.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 8:35:56 PM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97213

Person:

Other -

Person commutes in the travel area via:

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Erik

Last Name: Brooks

Title:

E-Mail: rib166@yahoo.com

Address: 5901 NE Shaver

Portland, OR 97213

Comments:

From: jodawson@nortel.com
To: [Draft EIS Feedback;](#)
CC:
Subject: DEIS Document Viewer Feedback
Date: Tuesday, May 06, 2008 9:30:22 PM
Attachments:

From: John Dawson
Zip Code: 98684
Address: 1405 NE 148th Ave.
City: Vancouver
State: WA
E-Mail: jodawson@nortel.com
Section: 2.2 Alternatives
Page: 2-5



Comment or Question:

Buses can share HOV lanes with cars. There is no need to require a separate span only for buses. However, I can understand why the designs have been rigged the way they are -- it minimizes the cost differential between the bus and light rail options. It also structures bus transit with a direct thoroughfare through downtown Vancouver. The entire thinking here is "downtown" centric and drives towards a self-fulfilling set of results. This entire process seems like a sham to me.

From: [Gush, Bob](#)
To: [Columbia River Crossing;](#)
CC:
Subject: Comment
Date: Tuesday, May 06, 2008 1:00:44 PM
Attachments:

I think you should wait to see how much the widening of I-5 from Delta Park south alleviates traffic problems before this proposal is acted upon.

Bob Gush

Information Analyst
Health and Human Services (State and Local)



EDS
Vancouver Technical Resource Centre (VTRC)
7600 NE 41st Street, Suite 200
Vancouver, WA. 98662

Tel: 360-896-7775
Fax: 360-896-7885
E-mail: bob.gush@eds.com

We deliver on our commitments
so you can deliver on yours.

Comments:

Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge. The supplement should include mass transit and bike lanes.

From: ann.dave.palenshus@comcast.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 8:02:31 AM
Attachments:

Home Zip Code: 98642

Work Zip Code: 97228

Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck



1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Ann

Last Name: Palenshus

Title:

E-Mail: ann.dave.palenshus@comcast.net

Address: 17111 NW 69th Ave

Ridgefield, WA 98642

Comments:

We need mass transit, preferably light rail, across both the I-5 and I-205 bridges to mend the gap of growth and commerce that exist between Washington and Oregon. For the I-

5, we are so close, as Metro goes to the convention center, and it is just a couple of miles away from connecting with I-5 into Vancouver, WA. There is even a separate rail bridge just a bit further west of I-5 that could be considered for light rail commuter traffic. For the I-205 bridge, the Metro is already at the airport, so connecting over to Vancouver would broaden the base of commerce for commuters on that side of the river.

From: marthaoperez@yahoo.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 10:06:15 AM
Attachments:

Home Zip Code: 97209

Work Zip Code: 97209

Person:

Other - I live in 97209

Person commutes in the travel area via:

Bus

Car or Truck

Walk

Other - Streetcar, Pedi-cab, Taxicab

1. In Support of the following bridge options:

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland



3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Unsure

Contact Information:

First Name: Martha

Last Name: Perez

Title: Candidate, Portland City Council

E-Mail: marthaoperez@yahoo.com

Address: 920 NW Kearney ST # 110

Portland, OR 97209

Comments:

How about building a tunnel under the river itself? I don't support any of the bridge options. Thank you for your attention.

From: mannca@gmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 9:03:31 AM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97239

Person:

Other - Live in Portland

Person commutes in the travel area via:

Bicycle



Car or Truck

Walk

1. In Support of the following bridge options:
Supplemental Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Carolina

Last Name: Main

Title:

E-Mail: mannca@gmail.com

Address: 2563 NE 49th Avenue

Portland, OR 97213

From: istude@pdx.edu
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 9:51:55 AM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97201

Person:

Other - Visit immediate family and friends in the project area

Person commutes in the travel area via:

Bicycle

Car or Truck



1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Ian

Last Name: Stude

Title:

E-Mail: istude@pdx.edu

Address:

,

Comments:

Please reconsider the trajectory that the CRC project is on. It is quite possible to improve

freight mobility and reduce CO2 emissions & congestion WITHOUT building a new freeway bridge. Please consider utilizing transportation demand management measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building new lanes for auto traffic.

From: popcornrabbit07@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 4:39:45 PM
Attachments:

Home Zip Code: 97217

Work Zip Code:

Person:

Lives in the project area

Works in the project area



Person commutes in the travel area via:

Bicycle

Car or Truck

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: marcia

Last Name: thomason

Title:

E-Mail: popcornrabbit07@hotmail.com

Address: 2306 N. Kilpatrick

Portland, OR 97217

Comments:

From: jeff.williams@comcast.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 10:37:27 AM
Attachments:

Home Zip Code: 98642

Work Zip Code: 97538



Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Jeff

Last Name: Williams

Title:

E-Mail: jeff.williams@comcast.net

Address: 17111 nw 69th ave

Ridgefield, wa 98642

Comments:

Put light rail on both bridges!!!

Columbia River
 CROSSING

May 7, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: jafeik@gmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 9:54:21 AM
Attachments:

Home Zip Code: 98607

Work Zip Code: 98607



Person:

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail: jafeik@gmail.com

Address:

Camas, WA 98607

Comments:

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 1:54:32 PM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97232

Person:

Lives in the project area

Person commutes in the travel area via:

Bus

Car or Truck

Walk

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion



Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I usually take the TriMet # 6 bus to and from work at BPA in the Lloyd district but would like to take light rail if it stopped at Hayden Island where I live. Currently the only way on transit to the island is the bus.

I believe we should proceed as soon as possible to get going on his project.

I do NOT support a toll on the new bridge and I don't think the way to "finance" the bridge is with a toll of ANY amount. I believe that a toll will just inhibit traffic flow - for those who wouldn't have a pass - and thus for those that do have a pass.

I would like the new bridge to be as "quiet" as possible, sound-wise. I live in The Waterside condos on the river and have enough noise from the current bridge. I am concerned that a new bridge higher in the air would make the noise travel even farther and with greater intensity.

Thanks for having a way to comment.

Sincerely, Dan Krauss

From: NoEmailProvided@columbiarivercrossing.org
To: [Draft EIS Feedback;](#)
CC:
Subject: DEIS Document Viewer Feedback
Date: Wednesday, May 07, 2008 2:36:45 PM
Attachments:

From:
Zip Code: 98642
Address:
City:
State:
E-Mail:
Section: Draft Environmental Impact Statement
Page: i



Comment or Question:

You should have a clearly labeled link to the ENTIRE pdf. Having to DL each section is a bad way to go.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 3:15:08 PM
Attachments:

Home Zip Code: 98684

Work Zip Code: 98682

Person:

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge



2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Light Rail is the future of this area. Be proactive and invest in the economic future. Portland and Vancouver are ONE metro area as it is, make it as user and commuter friendly as possible.

From: NoEmailProvided@columbiarivercrossing.org
To: [Draft EIS Feedback;](#)
CC:
Subject: DEIS Document Viewer Feedback
Date: Wednesday, May 07, 2008 3:17:49 PM
Attachments:

From:
Zip Code: 98661
Address:
City:
State:
E-Mail:
Section: Chapter 5. DRAFT SECTION 4(F) EVALUATION
Page: 5-1

Comment or Question:
what are you thinking using blue for the print to read. It is almost impossible. Don't you want us to read it?



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 4:24:35 PM
Attachments:

Home Zip Code: 98661

Work Zip Code: 98661

Person:

Lives in the project area

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

Other - carpool lane



1. In Support of the following bridge options:
Replacement Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Yes
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Even though I am not a daily commuter of this area, my husband does this commute every day. I feel that this is a necessary project and definitely recommend replacing the existing bridges with new and also provide light rail. Even though replacing the bridge may not seem environmentally friendly, it will actually reduce the amount of emission my husband contributes if the changes are made...my husband carools to work w/3 others and just to get on the carpool lane, it takes approx. 20 minutes from downtown to when the carpool lane begins because of the backup. He would like to take the bus, but needs his car daily for work. If additional lanes are added, it will significantly cut the amount of time in the car. (reduce emissions) I don't believe adding a toll will be good. I feel that you would be hurting the very people who it is supposed to help. Most Vancouver residents who work in Portland would like to live closer to work but the cost of housing doesn't allow that so they live in Vancouver where housing is much more affordable. Tolling these very people who already can't afford to live in Portland doesn't make sense to me. I also feel that for those Vancouver residents that don't carpool, is not because they don't want to but because they can't...mostly for not consistent hours and never knowing when they are going to leave work..or they don't use public transportation because they need their car for work. I would like to see some added benefits for those that do carpool/use rapid transit, such as reduced fares during peak traffic hours, or gas vouchers for those that can prove they carpool, etc. I think we can achieve almost zero traffic with a combination of building the bridge and continued pressure to use carpool/rapid & public transit.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 5:32:37 PM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97216

Person:

Person commutes in the travel area via:



1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:


Title:

E-Mail:

Address:

,

Comments:

From: [Cathy Hibbard](#)
To: [Draft EIS Feedback;](#)
CC: 
Subject: *** Detected as Spam ***
Date: Wednesday, May 07, 2008 7:32:00 PM
Attachments:

My opinion will make no difference in the outcome of the proposed bridge, yet I am compelled to give it anyway. Nor will this e-mail be answered or read, but I will send it anyway.

I am a everyday commuter, headed into my born and raised Portland. I work there, as well as tend to the needs of my precious Mother after my fathers death.

I am curious as to why the money/change hungry people proposing this bridge, think it will help or change our commutes. The merging from entrances to the freeway are the only stopping points on my commute. How will a new bridge stop the 4th Plain or Mill Plain area? How will a new bridge stop the Hwy 14 area? How will a new bridge stop the downtown Vancouver area by Smith Tower? How will a new bridge stop the Marine drive area? How will a new bridge stop the Delta Park area? How will a new bridge stop the Portland Blvd area? How will a new bridge stop the Fremont Bridge area? How will a new bridge stop the Broadway area, the I84 area, the Oregon city, OHSU? Do you honestly believe that stopping traffic at the bridge for money to pay for the bridge will stop the problem? How many people do you think will elect to go accross the Sam Jackson instead? How many people will elect to move or change their jobs instead? The only people that will benefit from the change will be the business people or those in Government....as usual! The little guy will be pushed aside once more. And once you are done making our lives miserable with construction and tole in ten years, how many more people will have moved into the area in that time period? It will never change. The more years that pass, the more people will live here, and the traffic will be the same as it is now. I can barely afford to commute now because of gas prices. And no, I will not nor could benefit to use the light rail. I travel to 2-3 different areas through the day. I have taken a "what if" trip by bus. I would have to leave my home at 4am to get to Beaverton to tend my Mom, then back to downtown, then to the west hills, then to south east.

Your bridge is not in my best interest, nor is it in the best interest of a lot, if not majority of Washington residences. Which, by the way, are the ones that will be directly affected by YOUR bridge. Unfortunately the everyday voice is not as loud as the Business/Government/ Transit/ or investors voices.

Sincerely,
Cathy E. Hibbard

Windows Live SkyDrive lets you share files with faraway friends. [Start sharing.](#)

From: seanjanson2003@yahoo.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Wednesday, May 07, 2008 7:45:40 PM
Attachments:

From: sean janson

E-Mail: seanjanson2003@yahoo.com

Comment or Question:

Please include light rail. An opportunity like this will not present itself again for some time, please take advantage of this situation.



From: jkdalive@aim.com
To: [Columbia River Crossing](#);
CC:
Subject: *** Detected as Spam *** Re: Columbia River Crossing Project eUpdate - May 2008
Date: Wednesday, May 07, 2008 7:52:38 PM
Attachments: [attdfbb6.bmp](#)

no bicycle or padestrian bridge anymore ... scrapping the old sauvies island bridge ... are you guys off your rocker
isnt the goal to reduce traffic?



-----Original Message-----

From: Columbia River Crossing <feedback@columbiarivercrossing.org>
Sent: Wed, 7 May 2008 2:38 pm
Subject: Columbia River Crossing Project eUpdate - May 2008



eUpdate – May 2008

Thank you for reading the Columbia River Crossing monthly email update.

In this issue

- Draft Environmental Impact Statement released for public review
- CRC hosts public meetings to receive input, answer questions
- Want to hear a presentation about the CRC project?

Draft Environmental Impact Statement released for public review

We need your input.

On May 2, 2008, the Columbia River Crossing project reached a significant milestone and released its Draft Environmental Impact Statement (EIS). This report describes the potential environmental and community effects of five project alternatives under consideration.

Now is your chance to comment on the Draft EIS. The CRC project considers all comments to:

- Help select an alternative to meet community needs
- Inform local decision-makers on public opinion
- Shape the Locally Preferred Alternative and measures taken to minimize negative impacts

Comments may be submitted at any time and are considered by the project on an ongoing basis. All comments received between May 2 and July 1, 2008, are identified as Draft EIS

comments and will be formally responded to in the Final EIS, expected in 2009.

Visit www.ColumbiaRiverCrossing.org to view the Draft EIS, learn where to read a printed copy and submit your comments.

An executive summary of the Draft EIS and a CD of the entire document are available at no charge. Printed copies may be purchased for \$50 plus \$7 for shipping. Contact the CRC project office at 866-396-2726 or feedback@columbiarivercrossing.org to order the document.

CRC hosts public meetings to receive input, answer questions

Staff from the Columbia River Crossing project will be available to receive comments and answer questions about the Draft EIS at six formal and informal meetings in the coming weeks. We invite you to attend one or more of these events.

Public Hearings and Open Houses

Wednesday, May 28, 2008

Open house: 5–8 p.m.

Public hearing: 6–8 p.m.

Red Lion Hotel Vancouver at the Quay, Grand Ballroom

100 Columbia Street

Vancouver, WA 98660

Public transit: C-TRAN #3

More info: www.c-tran.com or 360-695-0123

Thursday, May 29, 2008

Open house: 5–8 p.m.

Public hearing: 6–8 p.m.

Portland Metropolitan Exposition (Expo) Center

2060 North Marine Drive, Hall D

Portland, OR 97217

Public transit: TriMet MAX Yellow Line to Expo Center station

More info: www.trimet.org or 503-238-RIDE

Informal Question and Answer Sessions

Thursday, May 15

6 – 8:30 p.m.

Jantzen Beach SuperCenter (inside mall)

1405 N Jantzen Beach Center, Portland, OR

Public Transit: C-Tran # 4, TriMet # 6

More info: www.trimet.org or 503-238-RIDE; www.c-tran.com or 360-695-0123

(Sponsored by CRC's Community and Environmental Justice Group)

Saturday, June 7

9 a.m. – noon
Firstenburg Community Center
700 NE 136th Ave, Vancouver, WA
Public Transit: C-TRAN #80, 37
More info: www.c-tran.com or 360-695-0123

Saturday, June 14

12:30-3:30 p.m.
Beaverton Main Library
12375 SW 5th St, Beaverton, OR
Public Transit: TriMet MAX Blue line to Beaverton transit center. Transfer to bus # 78 or 76.
More info: www.trimet.org or 503-238-RIDE

Thursday, June 19

6 – 8:30 p.m.
Clark Public Utilities
1200 Fort Vancouver Way, Vancouver, WA
Public Transit: C-TRAN #37, 25
More info: www.c-tran.com or 360-695-0123
(Sponsored by CRC's Community and Environmental Justice Group)

Want to hear a presentation about the CRC project?

Project staff regularly attends neighborhood association, business and other community group meetings to give brief presentations on the project. If you would like to schedule a presentation at your next meeting, please contact Audri Bomar at 360-816-4038. In addition to giving presentations, the project has also begun its fairs and festival season. Project staff will be hosting booths at various events around town throughout the summer. Feel free stop by, get the latest project updates and have your questions answered.

Columbia River Crossing contact information

Email: feedback@columbiarivercrossing.org
Mail: 700 Washington St, Suite 300
Vancouver, WA 98660
Phone: 360-737-2726 or 503-256-2726
Fax: 360-737-0294

www.ColumbiaRiverCrossing.org

Plan your next roadtrip with MapQuest.com: America's #1 Mapping Site.

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: glenisnotdead@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 2:02:21 PM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97214

Person:

- Lives in the project area
- Works in the project area
- Owns a business in the project area
- Commutes through the project area

Person commutes in the travel area via:

- Bus
- Car or Truck
- Walk

1. In Support of the following bridge options:

None



2. In Support of the following High Capacity Transit options:

- Bus Rapid Transit between Vancouver and Portland
- Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

- Lincoln Terminus: No Opinion
- Kiggins Bowl Terminus: No Opinion
- Mill Plain (MOS) Terminus: No Opinion
- Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Glen

Last Name: LaFollette

Title:

E-Mail: glenisnotdead@hotmail.com

Address: 7915 N. Emerald Ave.
Portland, OR 97217

Comments:

The last thing we need is more CO2 in the air, more cars on the freeways and streets of Portland, and less money for real and lasting improvements to the area. I would only support your current plans after measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades were attempted BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge.

From: Lotilivo@peoplepc.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 4:19:33 PM
Attachments:

Home Zip Code: 97209

Work Zip Code:

Person:

Person commutes in the travel area via:

Bicycle

Bus

Walk

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Unsure



Contact Information:

First Name: Art

Last Name: Lewellan

Title:

E-Mail: Lotilivo@peoplepc.com

Address: 1020 NW 9th #604

Ptld, Or 97209

Comments:

My preference is to build the supplemental bridge with light rail. When the existing

bridges reach the point where they must be dismantled, do so and construct a new bridge that matches the supplemental bridge.

Light rail is essential because it best attracts the most transit use and has the most capacity to serve even more transit users during eventual removal of the old bridges and reconstruction of a new one.

I feel that 6-lanes is one lane too many.

The State of Washington has too many mega-bridge projects going - the Alaskan Way Viaduct and SR520 floating bridge. I believe these projects should be a priority before the I-5 Bridge.

I'm not sure about light rail termini at the destinations below, (Lincoln, Kiggins Bowl, Mill Plain, Clark College). But it seems that eventually light rail should reach Vancouver Mall and from there across the Glen Jackson Bridge I-205.

From: tpaget57@msn.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 4:11:42 PM
Attachments:

Home Zip Code: 98685

Work Zip Code:

Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge



2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: John

Last Name: Paget

Title:

E-Mail: tpaget57@msn.com


Address: 1511 NW 122nd st

Vancouver, WA 98685

Comments:

We currently drive to Delta Park and take MAX to Portland. It would be wonderful to be able to MAX from a Vancouver location and skip not only the drive but the bridge

congestion. It would be even more helpful for us to extend light rail line to the new 99th transit station.

From: rexbahr@hotmail.com
To: [Draft EIS Feedback;](#)
CC: 
Subject: DEIS Document Viewer Feedback
Date: Wednesday, May 07, 2008 5:46:50 PM
Attachments:

From: DIS. VET. REX ROMAINÉ BAHR bar
Zip Code: 97230
Address: 2731 NE 132 AVE
City: POORTLAND
State: OR
E-Mail: rexbahr@hotmail.com
Section: 4.6 Implementation Issues
Page: 4-42

Comment or Question:

LAND FUEL NEEDS TO BE RATIONED NOW. If we do not the world will run out of food then you are going to have a real problem. U think BURMA is a diaster, U haven't seen anything yet. It will not be long before the LAW will be the GUN & the GUN will be the AK47. REX ROMAINÉ BAHR

From: t.rood@mac.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 9:08:22 AM
Attachments:

Home Zip Code: 98660

Work Zip Code:

Person:

Lives in the project area

Commutes through the project area

Person commutes in the travel area via:

Bicycle

Car or Truck

Walk

Other - scooter

1. In Support of the following bridge options:

Replacement Bridge



2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name: T

Last Name: Rood

Title:

E-Mail: t.rood@mac.com

Address: 1901 Columbia Street

Vancouver, WA 98660

Comments:

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 5:15:59 PM
Attachments:

Home Zip Code: 98661

Work Zip Code:

Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

None

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No



Contact Information:

First Name: Eugene

Last Name: Van Vleet

Title:

E-Mail:

Address: 7513 NE 53rd Ave

Vancouver, WA 98661

Comments:

The public needs useable traffic alternatives. There is not sufficient use to warrant dedicated lanes for mass transit or light rail. Both of these alternatives have been

previously rejected by the voters.

The HOV lane on I-5 in North Portland was supposed to be a test. Somebody should look at what the HOV lane causes about 3:30 every afternoon when the extra lane is needed.

Columbia River
 CROSSING

May 8, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 08, 2008 8:41:20 AM
Attachments:

Home Zip Code: 97034
Work Zip Code: 97201

Person:
Other - None

Person commutes in the travel area via:
Car or Truck



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

Contact Information:


First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

There is a dire need for traffic relief in the subject area.

From: [JAMES FARBER](#)
To: [Columbia River Crossing](#);
CC:
Subject: *** Detected as Spam *** CRC-Eis Comment
Date: Thursday, May 08, 2008 11:54:11 AM
Attachments:

Of the five alternatives I would go with bus mass transit in either a "replacement" or supplemental scenario but never light rail. The latter is capital intensive, totally inflexible without adding more capital intensity, as monumental as the Roman coliseum and viaducts and unable to take up even 10% of the current I-5 bridge load. And from my experience (not an expensive study) the I-5 Bridge is NOT the problem. The problem is the bottleneck and multitude of short on-off ramps south of the bridge and has been for the 30 years I have been in the NW. 

First of all proof has not been provided that the I-5 Bridge is a problem "important to our region and society". I would like to know: a. Who is pushing this and why? b. How did the OR Freeloaders get WA to provide the millions of dollars for studies that always include the light rail to meet OR's light rail vision already brought to the river bank along the I-5 and I-205 corridors. c. Why does OR get to name the bridges? d. How does OR get away with saying that light rail will be included or we will not approve any bridge???

OR screws WA every chance they get. I challenged one Oregonian reporter about Delta Park funnel being the problem not the bridge. His response was "Why should we care, it only affects WA residents not Oregonians". In other words we will illegally take your money (income tax) but we will not give you any of ours. Perhaps the millions spent studying CRCs might have been better spent bring jobs over to WA rather than moving people to OR. After all it would save your constituents both tax and, now especially, gas money.

Secondly, I have yet to see graphics showing the population

movements and trends over the past 30 years. The impression is that the Clark County trend is east ward and/or north ward. Am not sure about OR. Seems like their movement is more south and west while retaining the eastern direction toward Gresham as is. Where the traffic is coming from and where it needs to go strike me as extremely important considerations for any bridge work. I idea of simply getting across the river is not viable justification for more bridge work

Third, I have not seen a lot of consideration given to tiering, building one highway on top of what is already here. In the same amount of space the number of traffic lanes is automatically doubled. There are numerous examples of this around the country, one in Portland, a number of them in the SF area (Bay Bridge).

My comments as requested.
Jim Farber, Amboy, WA,

From: lauratova@gmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 08, 2008 1:06:50 PM
Attachments:

Home Zip Code: 97206

Work Zip Code:

Person:



Person commutes in the travel area via:

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

Contact Information:

First Name: Laura

Last Name: Belson

Title:

E-Mail: lauratova@gmail.com

Address:

,

Comments:

Please reject all 5 alternatives.

Columbia River
 CROSSING

May 9, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 2:40:27 PM
Attachments:

Home Zip Code: 98664
Work Zip Code: 98664, 98665

Person:

Commutes through the project area
Other - non-work travel through area



Person commutes in the travel area via:
Car or Truck

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

Contact Information:

First Name: Chris
Last Name: Buchheit
Title: Past Chair, Vancouver Heights NA
E-Mail:
Address: 604 Miami Court
Vancouver, WA 98664

Comments:

I believe the light rail option is really the only one that makes sense. Yes, it will create

more temporary disruption. Long term, if you want people to use it, it has to be as simple and hassle-free as possible. I have experience with mass transit in other cities (New York, Philadelphia, Washington DC). The reason those systems work, especially New York, is that you can easily travel long distances without changing trains, buses, etc. And they are highly utilized.

I believe the further you extend the northern terminus, the better. Again, it lessens congestion in the downtown area.

I already receive the updates via email.

5-9-08

COLUMBIA RIVER CROSSING PROJECT

1-5 Bridge Alternates

Strongly recommend

Replacement bridge with light rail. This is not a Portland-Vancouver neighborhood project but a major highway link between Canada and Mexico. It should not be built on the "cheap." Fair tolls should be used as many other U. S. Highway projects are underwritten. Skip the local politics and get on with this important highway project.

Don Chalmers



1615 NE 201 Ave.

Fairview, Oregon 97024

503 665-2493



RECEIVED

MAY 12 2008

Columbia River Crossing

From: etteriv@aol.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 12:39:05 PM
Attachments:

Home Zip Code: 98665
Work Zip Code: Retired

Person:
Lives in the project area

Person commutes in the travel area via:
Car or Truck
Other - Passenger with another driver.

1. In Support of the following bridge options:
Replacement Bridge
2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland



3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Yes
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

Contact Information:
First Name: George
Last Name: Etter IV
Title:
E-Mail: etteriv@aol.com
Address: 4407 NE 94th Street
Vancouver, WA 98665

Comments:
I retired on 12/31/05 and moved to Vancouver, WA to spend my retirement years. I

travel regularly to Portland and numerous other Oregon locations for shopping, restaurants, cultural events, recreation and the general enjoyment of my new home area. The I-5 bottlenecks of Delta Park and the I-5 Twin Bridges have certainly gotten my attention. I stongly favor replacement of the bridges with a light rail rapid transit capability added to the new structures. Not knowing how long that I will be able to drive an automobile on my own, the light rail rapid transit inclusion is of vital interest to me as it will continue to make Portland and much of its immediate area easily accessible to me.

From: macallisterm@katewwdb.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 9:41:08 AM
Attachments:

Home Zip Code: 97006
Work Zip Code: 97210

Person:
Commutes through the project area

Person commutes in the travel area via:
Bicycle
Bus
Car or Truck

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



Contact Information:
First Name: Mark
Last Name: MacAllister
Title: President
E-Mail: macallisterm@katewwdb.com
Address: 16352 SW Estuary Drive #105
Beaverton, Or 97006

Comments:

DOES IT HAVE TO BE A BRIDGE? IS THE FINAL DRAFTS ALREADY DONE? I WAS THINKING A TUNNEL. TWO TUNNELS WITH TREE LANES GOING IN BOTH DIRECTIONS. ONE TUNNEL WITH A MAX LINE GOING BOTH DIRECTIONS. ONE LAST TUNNEL WITH AN HOV LANE OPEN TO NORTHBOUND TRAFFIC IN THE EVENING AND SOUTHBOUND TRAFFIC IN THE AFTERNOON. IF I AM TOO LATE THEN PLEASE ALLOW MY ANSWERS BELOW TO HELP. THE TUNNELS COULD START ABOUT DELTA PARK AND END AROUND MILL PLAIN. TRAFFIC TO JANTZEN BEACH FROM PORTLAND COULD USE THE SAME ROADS IN PLACE NOW. ONE PROBLEM WITH THE EXISTING BRIDGE SYSTEM IS THAT IF A ACCIDENT SHUTS IT DOWN IT DOWN WITH NO TRAFFIC MOVING BUT THE HOV LANE COULD LET SOME TRAFFIC THROUGH. JUST A THOUGHT.

From: erik_mitchell@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 5:52:37 PM
Attachments:

Home Zip Code: 97232

Work Zip Code: 97008

Person:

Other - family in vancouver



Person commutes in the travel area via:

Bicycle

Car or Truck

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

Contact Information:

First Name: Erik

Last Name: Mitchell

Title:

E-Mail: erik_mitchell@hotmail.com

Address:

,

Comments:

MAX and ped bike add only

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 5:36:22 PM
Attachments:

Home Zip Code: 98661

Work Zip Code: 97296

Person:

Lives in the project area

Commutes through the project area

Person commutes in the travel area via:

Bus

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

None



3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Mary

Last Name: Stewart

Title:

E-Mail:

Address:

,

Comments:

A freeway loop around the West side of the Portland and Vancouver area needs to be in the planning stage at this time including a third bridge crossing the Columbia R. at Woodland or Kalama.

The North bound HOV lanes on I=5 have never worked and only create more congestion by limiting traffic to only two lanes. If this was really successful, other freeways out of Portland would have implementes HOV lanes.

Light rail is not popular with Portlanders because it is much slower than the express buses which were eliminated when Light rail opened. Light rail doubled commute time causing a great inconvenience. Buses are a much better, more flexible and less costly option. I would never ride light rail.

Columbia River
 CROSSING

May 10, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 10, 2008 10:28:36 AM
Attachments:

Home Zip Code: 97213

Work Zip Code: 97230

Person:

Lives in the project area

Commutes through the project area



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

This project needs to include light rail!!!

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, May 10, 2008 11:07:25 PM
Attachments:

Home Zip Code: 97232
Work Zip Code: multiple

Person:

Person commutes in the travel area via:

Bicycle
Bus
Car or Truck
Walk

1. In Support of the following bridge options:
None



2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Unsure
Kiggins Bowl Terminus: Unsure
Mill Plain (MOS) Terminus: Unsure
Clark College (MOS) Terminus: Unsure

Contact Information:

First Name:
Last Name:
Title:
E-Mail:
Address:

,

Comments:

I am a fan of public transit and in fact that is most often what I use whenever I travel more than a couple miles, but I do not think replacing the bridges or supplementing the bridges is worth the economic and environmental costs and I do not want my tax dollars to go towards the work.

I am curious too, whether using train tracks and the existing train bridge for a commuter train between Portland and Vancouver is ever considered.

I think the solution lies in using the infrastructure we already have more efficiently, not growing the infrastructure with economic and environmental costs exceeding the gains.



From: [LYLE DAUGHERTY](#)
To: [Columbia River Crossing](#);
CC:
Subject: *** Detected as Spam *** Re: Columbia River Crossing Project eUpdate - May 2008
Date: Saturday, May 10, 2008 10:49:37 AM
Attachments: [attdfbb6.bmp](#)

Revisit the I-605 project, change the location if you like, BUT atleast look at it...Thankyou Lyle Daugherty
P.S. there would be a lot less traffic interruption with this project also.

----- Original Message -----

From: [Columbia River Crossing](#)

Sent: Wednesday, May 07, 2008 3:05 PM

Subject: Columbia River Crossing Project eUpdate - May 2008



eUpdate - May 2008

Thank you for reading the Columbia River Crossing monthly email update.

In this issue

- Draft Environmental Impact Statement released for public review
- CRC hosts public meetings to receive input, answer questions
- Want to hear a presentation about the CRC project?

Draft Environmental Impact Statement released for public review

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Now is your chance to comment on the Draft EIS. The CRC project considers all comments to:

- Help select an alternative to meet community needs
- Inform local decision-makers on public opinion
- Shape the Locally Preferred Alternative and measures taken to minimize negative impacts

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Visit www.ColumbiaRiverCrossing.org to view the Draft EIS, learn where to read a printed copy and submit your comments.

An executive summary of the Draft EIS and a CD of the entire document are available at no charge. Printed copies may be purchased for \$50 plus \$7 for shipping. Contact the CRC project office at 866-396-2726 or feedback@columbiarivercrossing.org to order the document.

CRC hosts public meetings to receive input, answer questions

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Public Hearings and Open Houses

Wednesday, May 28, 2008

Open house: 5-8 p.m.

Public hearing: 6-8 p.m.

Red Lion Hotel Vancouver at the Quay, Grand Ballroom
100 Columbia Street
Vancouver, WA 98660

Public transit: C-TRAN #3

More info: www.c-tran.com or 360-695-0123

Thursday, May 29, 2008

Open house: 5-8 p.m.

Public hearing: 6-8 p.m.

Portland Metropolitan Exposition (Expo) Center
2060 North Marine Drive, Hall D
Portland, OR 97217

Public transit: TriMet MAX Yellow Line to Expo Center station

More info: www.trimet.org or 503-238-RIDE

Informal Question and Answer Sessions

Thursday, May 15

6 - 8:30 p.m.

Jantzen Beach SuperCenter (inside mall)
1405 N Jantzen Beach Center, Portland, OR

Public Transit: C-Tran # 4, TriMet # 6

More info: www.trimet.org or 503-238-RIDE; www.c-tran.com or 360-695-0123

(Sponsored by CRC's Community and Environmental Justice Group)

Saturday, June 7

9 a.m. - noon

Firstenburg Community Center
700 NE 136th Ave, Vancouver, WA
Public Transit: C-TRAN #80, 37
More info: www.c-tran.com or 360-695-0123

Saturday, June 14

12:30-3:30 p.m.
Beaverton Main Library
12375 SW 5th St, Beaverton, OR
Public Transit: TriMet MAX Blue line to Beaverton transit center. Transfer to bus # 78 or 76.
More info: www.trimet.org or 503-238-RIDE

Thursday, June 19

6 - 8:30 p.m.
Clark Public Utilities
1200 Fort Vancouver Way, Vancouver, WA
Public Transit: C-TRAN #37, 25
More info: www.c-tran.com or 360-695-0123
(Sponsored by CRC's Community and Environmental Justice Group)

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Columbia River Crossing contact information

Email: feedback@columbiarivercrossing.org
Mail: 700 Washington St, Suite 300
Vancouver, WA 98660
Phone: 360-737-2726 or 503-256-2726
Fax: 360-737-0294

www.ColumbiaRiverCrossing.org

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: juleef@equityhome.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Saturday, May 10, 2008 10:55:01 AM
Attachments:

From: Julia Felsman

E-Mail: juleef@equityhome.com

Comment or Question:

I am a resident of Portland and a rental property owner in downtown Vancouver and I strongly favor a solution that involves light rail service.



From: [Jon T. Haugen](#)
To: [Draft EIS Feedback;](#)
CC: [jonthaugen@msn.com;](mailto:jonthaugen@msn.com)
Subject: *** Detected as Spam *** Senate, 10MAY08, Public Comment, Columbia River Crossing
Date: Saturday, May 10, 2008 12:01:56 PM
Attachments:

Saturday, 10 May 2008



DraftEISfeedback@columbiarivercrossing.org

Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660
360-737-2725; 1-866-396-2726
Fax: 360-737-0294

Hello,

Columbia River Crossing I have several questions.

1. Under Alternative 4 and 5 why will the existing bridges be re-stripped decreasing travel lanes from six total lanes to four total lanes?
 - a. What is the congestion hours if current stripping remains with six total lanes? (Re-stripping, four total lanes, hours of congestion 10.75 hours per day.)
2. Will I-5 be widened on any of the plans before or after the river? If yes how much wider will I-5 be and for how many miles on each side of the Columbia river (not including dedicated bus lanes)?
3. The exclusive bus lanes extend 2.07-4.22 miles north of the Expo Center. Why the difference from 2.07 to 4.22? What determines whether these lanes will be 2.07 miles or 4.22 miles?
4. Why the difference in buses and light rail required units between supplemental and replacement bridges?

Supplemental: Buses: 38, 60 foot buses, 143 standard buses; Light Rail: 18

rail cars, 147 standard buses.

Replacement: Buses: 27, 60 foot buses, 12 standard buses; Light Rail: 14 rail cars, 27 standard buses.

5. S-Curve effect on river traffic. Current rail bridge built in 1908. Has consideration been given to replacing the rail bridge to eliminate S-Curve effect on river navigation?

Thank you.

Jon Haugen
13502 NW 49th Ave.
Vancouver, WA 98685
360-907-8340
18th LD Senate candidate
www.HaugenSenate.com

Letter to the Editor, The Columbian
Friday, 9 May 2008

Columbia River Crossing DEIS

I have read the Columbia River Crossing Draft Environmental Impact Statement. Seems three years and \$80 million dollars ago the planners were told to produce a document to support spending \$4.1 Billion to replace six lanes of traffic with six lanes of traffic plus light rail. That document has been produced.

Fatal flaws: 1. Replacement of the BNSF Rail Bridge, built in 1908, was not considered. Because of this oversight the Supplemental Bridge options are specious. 2. Supplemental Bridge: leaving current I-5 bridges but re-stripping six lanes of traffic to four lanes of traffic invalidates any meaningful traffic reduction comparisons.

I have testified and advocate building an eight mile elevated highway between SR-500 in Vancouver and I-84 in Portland. This expressway with four lanes would relieve I-5 congestion by adding 66% more lanes.

No light rail. At \$250 million per mile, serving only downtown Vancouver, it is too expensive and too limited.

I have testified and advocate using heavy rail not light rail. A third rail line from Kelso to Portland with stops in Kalama, Woodland, Ridgefield and Vancouver. Replace the Columbia rail bridge with a new three rail pair bridge. This idea would increase commerce. On existing rails: a route from Washougal and Camas to Vancouver and Portland; a route from Battle Ground to Vancouver and Portland.

Jon Haugen

13502 NW 49th Ave.

Vancouver, WA 98685

360-907-8340

www.HaugenSenate.com

From: cindy13@mac.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Saturday, May 10, 2008 10:55:47 AM
Attachments:

From: Cynthia Ondrick
E-Mail: cindy13@mac.com

Comment or Question:

I am a resident of Portland and a rental property owner in downtown Vancouver and I strongly favor a solution that involves light rail service.

Thank you!





From: Andresenst@aol.com
To: [Columbia River Crossing](#);
CC:
Subject: *** Detected as Spam *** Re: Columbia River Crossing Project eUpdate - May 2008
Date: Saturday, May 10, 2008 11:00:38 AM
Attachments: [attdfbb6.bmp](#)

PLEASE CONSIDER THE THIRD BRIDGE FROM RIDGEFIELD OUT PAST VANCOUVER LAKE.
GLORIA SOMMER

In a message dated 5/7/2008 11:52:30 A.M. Pacific Daylight Time, feedback@columbiarivercrossing.org writes:



eUpdate – May 2008

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(Sponsored by CRC's Community and Environmental Justice Group)

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Public Transit: C-TRAN #80, 37
More info: www.c-tran.com or 360-695-0123

Saturday, June 14

12:30-3:30 p.m.
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Public Transit: TriMet MAX Blue line to Beaverton transit center. Transfer to bus # 78 or 76.
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Public Transit: C-TRAN #37, 25
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Mail: 700 Washington St, Suite 300
Vancouver, WA 98660
Phone: 360-737-2726 or 503-256-2726
Fax: 360-737-0294

www.ColumbiaRiverCrossing.org

Wondering what's for Dinner Tonight? [Get new twists on family favorites at AOL Food.](#)

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: [Brian Tang](#)
To: [Columbia River Crossing](#);
CC:
Subject: LPA (how does it work?)
Date: Saturday, May 10, 2008 4:23:44 PM
Attachments:

Dear CRC,

Non-urgent question.

I was looking at the Portland to Milwaukie light rail SDEIS and a question occurred to me out of curiosity:

With respect to transit, do LPAs necessarily specify both mode and alignment (*e.g.* light rail to Clark College), or do they sometimes specify mode only (*e.g.* light rail) while leaving open multiple alignment alternatives (*e.g.* a choice between a Clark College alignment and a Lincoln alignment)?

Thanks,
Brian Tang



Columbia River
 CROSSING

May 11, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT



From: [stephen Brown](#)
To: [Columbia River Crossing](#);
CC:
Subject: Re: Columbia River Crossing Project e-Update - May 9, 2008
Date: Sunday, May 11, 2008 8:03:35 AM
Attachments: [image001.jpg](#)
[ATT4203350.htm](#)

Alternative 3 or 5 are the only ones with vision for the future. We need Max here in Vancouver and we need a new or additional bridge.

Stephen Brown Columbia Shores

Ring the bells that still can ring,
Forget your perfect offering.
There is a crack in everything.
That's how the light gets in.
Leonard Cohen

"And as we let our own light shine, we unconsciously give other people permission to do the same. As we are liberated from our own fear, our presence automatically liberates others." -Nelson Mandela

On May 9, 2008, at 11:15 AM, Columbia River Crossing wrote:

*** eSafe scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, May 11, 2008 9:17:31 AM
Attachments:

Home Zip Code: 97217

Work Zip Code: 98661

Person:

Lives in the project area

Commutes through the project area



Person commutes in the travel area via:

Bus

Car or Truck

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Carrie

Last Name: Cohen

Title:

E-Mail:

Address: 2613 N Russet

Portland, OR 97217

Comments:

Please reconsider the plan for the CRC. Please consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades **BEFORE** building 12 lanes. We can reduce CO2 emissions and congestion **WITHOUT** building a new freeway bridge.

From: stibbits@aol.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, May 11, 2008 8:48:54 PM
Attachments:

Home Zip Code: 98662

Work Zip Code: 97124



Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

None

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name: Steve

Last Name: Tibbits

Title:

E-Mail: stibbits@aol.com

Address: 8600 NE 59th Circle

Vancouver, WA 98662

Comments:

The security of our region would be greatly enhanced by a third river crossing. The replacement or augmentation of the current I-5 bridge is not sufficient for our times.

There may be devastating consequences some day for dragging our feet so long on this issue.

Columbia River
 CROSSING

May 12, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 12, 2008 9:50:58 AM
Attachments:

Home Zip Code: 97217

Work Zip Code: 97207

Person:

Lives in the project area

Person commutes in the travel area via:

Bicycle

Car or Truck



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

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I am strongly opposed to adding additional traffic lanes to the bridge as noise and

emissions negatively impacts my neighborhood. Instead, please consider exacting tolls for use of the bridge and invest more effort into infrastructure that encourages reliance on alternative transportation options. The recent rise in gas prices demonstrates that commuters are willing to increase use of public transport and alternative transport if necessary. Let's take advantage of the current oil crisis and encourage this trend!

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 12, 2008 2:28:43 PM
Attachments:

Home Zip Code: 97233

Work Zip Code:



Person:

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Replacement Bridge

2. In Support of the following High Capacity Transit options:

None

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: No

Clark College (MOS) Terminus: No

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Please, separate the transit portion from the road portion. Provisions for future traffic growth should be made [4+ lanes in each direction]. Bus/rail/bike costs should be fully

funded by the users of those modes.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 12, 2008 9:11:44 PM
Attachments:

Home Zip Code: 97202

Work Zip Code: 97202

Person:

Other - utilize



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Yes

Kiggins Bowl Terminus: Yes

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

I believe that there are other ways to make the Interstate 5 Bridge more manageable without spending as much as proposed. I believe that instead of creating a whole new

bridge and spending a large sum of money we can change the railroad bridge so that it lines up with the interstate bridge and then add some small bridges to and from Janzen Beach from other locations then interstate 5. I believe that these would be a better alternative and cost less to taxpayers.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 12, 2008 9:10:58 PM
Attachments:

Home Zip Code: 97202

Work Zip Code: 97201

Person:

Other - Live and work in the region.



Person commutes in the travel area via:

Car or Truck

Other - What "other" is there?

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: John

Last Name: Reinhold

Title:

E-Mail:

Address:

,

Comments:

First and foremost, you do not have the correct options on your multiple choice list

below. You have unfairly framed this as an "all or nothing" choice.

Second, there are significantly better ways that we can spend the greater than 4 billion dollars that the CRC will cost. Here is what I propose:

1. Seismic upgrades to the current I5 bridges over the Columbia.
2. Build a two or four lane local traffic only bridge between the Oregon mainland and Hayden Island, which carries cars, bikes, pedestrians, and light rail.
3. Remove the I5 exit ramps to Hayden Island for regular traffic use - keeping them accessible only to emergency vehicles.
4. Reconfigure the railroad bridge across the Columbia to better align the opening in the railroad bridge and the hump in the I5 bridge to drastically reduce the number of required bridge lifts.

And finally, in a time when drastic changes to our transportation patterns is going to be required (both economically and environmentally) a new higher capacity bridge is a mistake. We should spend the \$4 billion providing education system improvements and jobs and housing in Portland so that people don't feel they have to move to Vancouver. We should be making it harder to commute long distances, not easier. We should be planning for a future without fossil fuels, for a future where the outlying areas have farms growing food instead of lawns wasting water.

The Columbia River Crossing project is the wrong way to spend our money, and the wrong way to plan for the future. I do NOT support the CRC as it is currently planned or presented.

Columbia River
 CROSSING

May 13, 2008

Public and Agency Comments

DRAFT ENVIRONMENTAL IMPACT STATEMENT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 13, 2008 8:22:13 AM
Attachments:

Home Zip Code: 97221

Work Zip Code: 97239



Person:

Person commutes in the travel area via:

1. In Support of the following bridge options:
Supplemental Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Widening highways NEVER reduces traffic, that is simply ludicrous. Build a bridge just for light rail and peds/bikes, that way we can REALLY support the environment by reducing the number of cars. Don't make it easier for drivers, make it harder, otherwise

they'll just continue to drive, why would they have any reason to change?

From: gibbons.chris@comcast.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 13, 2008 7:01:53 AM
Attachments:

Home Zip Code: 98661

Work Zip Code: 97204

Person:

- Lives in the project area
- Owns a business in the project area
- Commutes through the project area



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:
Replacement Bridge

2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Unsure
Kiggins Bowl Terminus: Unsure
Mill Plain (MOS) Terminus: Unsure
Clark College (MOS) Terminus: Unsure

Contact Information:

First Name: Chris

Last Name: Gibbons

Title:

E-Mail: gibbons.chris@comcast.net

Address: 1700 E. Evergreen Blvd.

Vancouver, WA 98661

Comments:

As a daily commuter I would love to be able to access rail-based public transportation to and from my downtown PDX location. It has proven to be a remarkably efficient system all over the world. We no longer have the option to avoid high capacity transportation options that serve the public good for generations to come.

From: ekim113@msn.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 13, 2008 8:02:21 AM
Attachments:

Home Zip Code: 97216

Work Zip Code: 97205

Person:

Lives in the project area

Works in the project area

Person commutes in the travel area via:

Bicycle

Car or Truck



1. In Support of the following bridge options:

Replacement Bridge

Supplemental Bridge

None

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Mike

Last Name: Hilbrandt

Title: Account Manager

E-Mail: ekim113@msn.com

Address: 227 SE 84th Ave

Portland, or 97216

Comments:

As a lower middleclass homeowner in Portland, who works in Portland, I cannot afford a bridge. Things are tight and getting tighter; the economy is in a slow nose dive and shows no indication of rebounding within the next few years. After last year's property tax increase, this bridge could very well cost me my home.

In addition, by making it easier to live "over there" are you not encouraging people to move away? Where will Portland get its funding when people start moving away? Don't understand... look at Detroit.

From: [Albert Kaufman](#)
To: [Columbia River Crossing](#);
CC:
Subject: Feedback about the plan
Date: Tuesday, May 13, 2008 6:01:21 PM
Attachments:

Has anyone considered building a tunnel instead of a bridge? I'm curious if that would be more or less expensive?

--

Albert Kaufman
3136 NE Flanders St.
Portland, OR 97232
503-358-0029 ([Verizon](#))
albertkaufman@gmail.com



From: diogodenczuk@hotmail.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 13, 2008 3:33:55 PM
Attachments:

Home Zip Code: 97202

Work Zip Code: 97035

Person:



Other - Live in the same planet as the project area.

Person commutes in the travel area via:

1. In Support of the following bridge options:

None

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Light Rail between Vancouver and Portland

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Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name: Diogo

Last Name: Denczuk

Title:

E-Mail: diogodenczuk@hotmail.com

Address: 8403 SE 7th Ave

Portland, OR 97202

Comments:

Giving the deadly consequences of Global Warming, any project involving transportation affects every single person in this planet, as well as those who weren't born yet: the future


generations.

Having said that, I believe that the CRC project must be implemented in such a way that it does not create better conditions for driving with private cars - better driving infrastructure means an increase of Global Warming deadly threats.

I believe its good that traffic congestion is bad, but I'm not indifferent to the problems faced by those who must commute through the area. Therefore, I support a Public Transportation project that does not reduce traffic congestion - perhaps a rapid transit alternative that will take over some of the existing lanes. This would benefit those who choose to shift to a more sustainable mode of transportation (public transportation) but not those that insist in driving their own cars. Any project or public policy that rewards private driving is absolutely irresponsible, not to say unethical and utterly immoral.

If the alternative I suggest is not feasible - I support doing nothing.

I must add that my opinion would not be any different if I lived or worked in the project area, seeing that, in a warming world, the entire planet could be considered within this project area.

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 13, 2008 1:44:36 PM
Attachments: 

Home Zip Code: 97214
Work Zip Code: 97209

Person:

Other - All of Portland will suffer from this project, as proposed.

Person commutes in the travel area via:

Other - In the five years that I have lived in Portland, I have never needed to travel to Vancouver.

1. In Support of the following bridge options:

None

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: No Opinion

Kiggins Bowl Terminus: No Opinion

Mill Plain (MOS) Terminus: No Opinion

Clark College (MOS) Terminus: No Opinion

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

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Comments:

All of the proposed options will undermine (if not counteract) our region and our population's commitment to sustainability and quality of life. Citizens, policymakers, organizations, and businesses in the Portland area have worked hard to redefine what it means to be a metropolitan region and, as a result, ours is one that is thriving, internationally-recognized for land use planning and sustainability, and healthier than most American cities. The proposed alternatives do not meet the de facto standards of our region. While we build award-winning public transportation and bike networks, and drive less, save more, the alternatives work only to drive more, spend more, sprawl more, and subsidize the pollution and congestion that will accompany it. Instead, we need a new Columbia River crossing that is environmentally, socially, and financially responsible. Instead of forcing the Portland area to suffer the many costs, the users of this bridge must be the ones paying for it, through congestion pricing and at-cost tolls for automobiles (with exemptions for transit, emergency, and local-destination freight). The design and construction of this bridge must be such as to discourage congestion, sprawl, suburban development, and climate change; to discourage driving alone into Portland every day, devoting even greater parts of our lives and our urban landscape to supporting automobiles. We don't need more cars, more parking lots, and more unhappy, stressed drivers.

From: [Jose Rodriguez](#)
To: [Columbia River Crossing](#);
CC:
Subject: Only would be beneficial if...
Date: Tuesday, May 13, 2008 6:56:35 AM
Attachments:

Hello, my name is Jose Rodriguez & I live in SE Portland. I ride my bike everyday to work in downtown Portland. I will admit that I do not use the I-5 Bridge all that often anymore. I used to live in Vancouver and, although not daily, I did cross the bridge a lot more often then. I wanted to comment though that I don't feel this project is worth anything unless it is FOR SURE that the I-5 corridor is also going to be expanded. The area just south of Marine Drive, above the Columbia Slough, goes to two lanes. What good is having a bigger & better bridge when everyone is still bottle-necked to two lanes just a couple hundred yards away? I strongly urge you guys to not move forward unless you can properly expand this section as well. Of course there is also the bottle-neck that happens downtown & at the I-405 intersection, but I feel that this portion would be another project within itself. I do feel, though, that the Marine Drive area should be considered part of the CRC project and absolutely NEEDS to be expanded/widened as well. Without widening this portion a larger bridge really does nothing but use up state money just to have people sitting in the same traffic congestion. Please feel free to contact me regarding this CRC project if my input could be valuable to you and your teams.



Thanks for your time,
Jose Rodriguez

Jose Rodriguez
Benson Industries LLC

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