

**From:** [acourtney@stoel.com](mailto:acourtney@stoel.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 3:43:19 PM  
**Attachments:**

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Home Zip Code: 97232  
 Work Zip Code: 97204

Person:  
 Other - Represent business

Person commutes in the travel area via:  
 Other -

- P-0515-001**
1. In Support of the following bridge options:  
 No Opinion
  2. In Support of the following High Capacity Transit options:  
 No Opinion
  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:  
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 Portland, OR 97204

- P-0515-002**
- Comments:  
 The DEIS has failed to adequately account for impacts to property owners and businesses along the shoreline adjacent to the Expo Center. Current plans, any of the plans, indicate



### **P-0515-001**

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

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

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

### **P-0515-002**

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

**P-0515-002**

the development would create significant obstacles to commercial traffic in the area. This is of particular concern to my client, Ross Island Sand & Gravel Co., which I have expressed in oral testimony at one of the earlier hearings last year. The lack of detail in the EIS for these traffic impacts and the oral responses at the hearing--which consistently stated that the level of current design does not enable the proponents to provide an idea of traffic impacts--make it impossible for the public to analyze the impacts. This does not satisfy the "hard look" requirements of NEPA.

or operators, such as Diversified Marine and the Metropolitan Exposition Recreation Commission; as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

As discussed in Chapter 2 (Section 2.7) of the FEIS, working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. More detailed information regarding this process and its outcome is available in the Marine Drive Interchange Alignment Recommendation Process: Final Summary Report and Stakeholder Recommendation, available online in the project's electronic library at [www.columbiarivercrossing.org](http://www.columbiarivercrossing.org) or by contacting the project office.