

November 30, 2009

**TO:** CRC Project Sponsors Council  
**FROM:** CRC Freight Working Group  
**SUBJECT:** FWG Endorsement of Draft Recommendation of Design Refinements

## Background

The Columbia River Crossing Freight Working Group has been meeting since January 2007 to provide ongoing review and input as project designs are developed and evaluated. The 13-member group includes representatives from small and large businesses in Oregon and Washington, as well as the ports of Portland and Vancouver. As a group, we are committed to improving freight mobility and safety on I-5.

## Endorsement of Draft Recommendation for Design Refinements

Our November 12, 2009 meeting focused on the project's draft recommendation for design refinements throughout the five-mile project area. The draft recommendation includes \$650 million in cost savings, including provision of a 10-lane bridge over the Columbia River. After a thorough presentation by CRC staff, attendees asked questions and discussed the recommendation. Members recognized the need for the cost-savings and expressed appreciation for the well-thought out and comprehensive recommendation that maintained safety and freight mobility goals.

As noted in our February 4, 2009 memo addressed to the PSC, the Freight Working Group believes that a 12-lane bridge would provide the greatest efficiency and safety for freight movement. However, the newly designed 10-lane bridge with 12-foot wide shoulders could accommodate two additional lanes in the future, if necessary, and would substantially improve safety and freight mobility. Although some members would prefer an initial 12-lane bridge, the group accepts the 10-lane bridge element of the recommendation.

The Freight Working Group also supports ultimate construction of braided ramps as proposed as part of the original design, as well as the Marine Drive flyover ramp. We understand that anticipated funding levels may not make these elements affordable in the near future, but that their construction in the long-term would not be precluded by the design of the refined project.

The Freight Working Group members experience the congestion; short merge, weaving and diverge areas; bridge lifts and collisions within the project area's seven closely spaced interchanges on a daily basis. We urge the Project Sponsors Council to move forward quickly with project planning and design. Construction couldn't start soon enough for us.

## CRC Freight Working Group Members

Steve Bates, Redmond Heavy Hauling  
Bryan Bergman, Georgia Pacific  
Katy Brooks, Port of Vancouver  
Mark Cash, G&M Trucking  
Corky Collier, Columbia Corridor Association  
Ken Emmons, United Road Service  
Jerry Gaukroger, Boise Building Supply

Bob Hillier, City of Portland  
Lee Johnson, Jet Delivery Systems  
John Leber, Swanson Bark  
Deborah Redman, Metro  
Tracy Whalen, ESCO Corporation  
Kathryn Williams, Port of Portland

MATHEW GARRETT, DIRECTOR  
OREGON DEPT OF TRANSPORTATION  
355 CAPITAL ST N.E.  
SALEM, OR 97301-3871

Hayden Island Impact  
Concerns

NOV 24 2009  
ODOT  
HEADQUARTERS

22 NOV 2009  
PATRICK & DONNA MURPHY  
1501 N. HAYDEN ISL DR #47  
PORTLAND, OR 97217

DEAR SIR:

My wife and I reside on Hayden Island in the manufactured home community. It is hopefully our last home and last home as we love living here.

We went to a home owners meeting a few weeks ago and learned of the CCE Retirement Package. We were quite frankly shocked at the huge negative impact on the entire island community. It disproportionately affects Hayden Island residents' livability, health and safety.

The loss of Satoway and many other businesses that support the residents would be negative and seems counter to the "Hayden Island Plan" that was passed by the Portland City Council.

The CCE needs to look at alternatives to reducing traffic on the I-5 with additional bridges. Perhaps a separate truck route that takes the trucks away from regular traffic could be explored. Many cities across the nation have done just that and have had success in better traffic management.

We will be at the December 4th meeting along with many friends and relatives to show our support for a "NO" vote on the retirement packages.

Sincerely,

Patrick Murphy

Nov. 24, 2009

Dear Mr. Hewitt →

In Writing to Voice my opinion on the CRC Refinement project.

The refinement project is unacceptable to my husband and myself. We have lived in the Hayden Island Community park for two years and love our home. We also love what the Island, Safeway, and all the other business's that would be destroyed by your plan.

We have nine grandchildren who love to come visit and make memories at our home. Our three children plan to have our home as their retirement home after we're gone.

Please reconsider this refinement plan. There are more options that need to be dealt with before many lives are ruined for no real reason.

RECEIVED

NOV 30 2009

Columbia River Crossing

Thank you for listening

Carroll Kachald

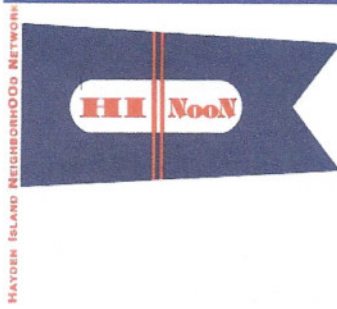
- Kachold
- Carroll and Herman
- 503-286-1150
- email: hkachold@msn.com
- 1501 N. Hayden Island Drive
- Space 42B
- Portland, OR 97217
- Herman Cell: 503-349-6343
- Carroll Cell: 503-318-1109
- Fax: 509-694-1329



*The project is going to be a success. I'm in it for the long run. I want to see this through.*

*Thank you so much for the information. I will be sure to pass this on to the other parties involved. We are all looking forward to the next steps. Please let me know if there are any updates or if you need anything else. I will be in touch with you for further listening.*

*Thank you very much for your help and support. We appreciate your time and effort. Have a great day!*



November 27, 2009

Doug Ficco  
Columbia River Crossing  
700 Washington Street, Suite 600,  
Vancouver, WA 98660

Re: Preserving the Livability of Hayden Island

Dear Doug;

Over the last three years, members of Hayden Island Neighborhood Network (HINooN) have worked closely with the City of Portland and Columbia River Crossing (CRC) staff, with the goal of integrating the Hayden Island Plan (HIP) into the CRC project. These efforts have come to a critical point in the ongoing process of designing a project that provides the benefits intended with the least possible sacrifice for those in the path of the project.

At the November 12 meeting involving representatives of HINooN and CRC, we agreed that HINooN would develop a list of specific concerns regarding the proposed cost refinement alternatives. This letter provides that list. HINooN understands and recognizes the need to reduce the potential cost of this project. We believe that any changes to the LPA considered in pursuit of this goal should improve The Island's proposed road system, accommodate key neighborhood businesses, and preserve or improve the livability of the Hayden Island Community. We recognize that some of these suggestions may result in added cost, but we have identified several refinements that should help minimize the net increase to the project cost. Our suggestions are:

1. **Relax the standards imposed by ODOT's Interchange Access Management Plan (IAMP)** for the Hayden Island Interchange. Allow driveway cuts, pedestrian crosswalks and left turn movements on the ring road. This will aid greatly in the implementation of important elements of the HIP.
2. **Updated Traffic Forecasts and Design Criteria for the interchange.** The interchanges on the island appear to be very conservatively designed. (These designs would use only an average of one-third of intersection capacity in the interchange area in the peak traffic hour in year 2030! Peak traffic shown for the island is mid-day, on the weekend, when I-5 traffic is light.) We feel the traffic forecast for the Island needs to be revisited, taking into account the redesigned segments of the project and the Port's commitment for a new bridge to Marine Drive to handle future West Hayden Island traffic. It's unclear to us what has caused the conservative interchange

- design, but the size of the current design is one of the largest impediments to 'livable' pedestrian/bike and local traffic circulation
3. **Narrow the entire Ring Road.** The presently called for 4 lanes with a landscaped median should be reduced to 3 lanes (One lane in each direction with a center turn lane). The need for 18' sidewalks should be reviewed thoroughly. The current design, when combined with ODOT's IAMP limited access criteria, creates unnecessary barriers and contemplates the taking of an excessive amount of private property.
  4. **Provide a more pedestrian friendly atmosphere.** Make sure that pedestrian crossings of the ring road and ramp landings are positioned and designed to be safe, convenient and accessible, providing direct routes of travel. Include pedestrian stairs and/or ramps to the light rail's bike/ped lane connecting on the South side of N. Jantzen and North side of N Hayden Island Drive.
  5. **Reduce the number of lanes on each of the on and off ramps serving The Island.** Significantly scale back the number of lanes in the on- and off-ramps to match the narrower main bridge narrower ring road and less conservative traffic design criteria. Seriously explore the concept of consolidating ramps and reduce the footprint of the interchange by compressing the "spread" of the reduced structure.
  6. **Make sure the details of the Tomahawk Island Drive undercrossing are well designed.** It must be well lit. It must be safe to travel by bike and for pedestrians. It must not be attractive to transients. HINooN supports continued involvement of the Portland Working Group and their consultant, ZGF Architects to enhance the design of this vital connection.
  7. **Increase the span of freeway ramps and the bridge section over Tomahawk Island Drive from 100' to at least 200'.** This adds light, allows openness and encourages more creative planting and design options under structure, provides far better pedestrian safety and is more consistent with the Hayden Island Plan. Tomahawk Island Drive is a key travel route in the HIP. Its proper design is essential to effective connectivity on The Island. This design must include unrestrained and safe access to the Transit Station.
  8. **Link the Transit Station to Tomahawk Island Drive.** Tri-Met station design should provide "kiss and ride" drop-off lanes and bus stops below the station with stair and elevator access to the station. Consideration of limited retail space at ground level is encouraged.
  9. **Change Storm Water Pond locations.** Remove the stormwater retention pond from the HIP designated Neighborhood Commercial area to another location or use on-bridge filtration treatment. Hayden Island would lose a large parcel of land in a key location if this were to become a retention pond.
  10. **Provide Planning Assistance to develop new and replacement local retail services and waterfront parks.** Make excess ODOT property available for local redevelopment and acquire additional land as needed to rebuild the retail core of The Island. Give

strong preference for developing grocery/pharmacy retail uses before the Safeway site is removed by CRC project. Provide support for the establishment of new retail facilities through assistance from the Portland Development Commission or other similar public redevelopment organization. This will aid the implementation of goals of the HIP and will remove property from ODOT's maintenance inventory.

We believe these changes are essential to maintain current levels of livability on The Island. Changes such as reducing the ramp lanes or the size of the ring road may generate savings. Other suggested changes may actually increase costs slightly. We believe these recommended modifications offer CRC workable and cost effective solutions that will reduce the impact the proposed refinements will have on Island livability and will do a great deal toward reducing, what is to our community, a very serious threat to Island livability.

We feel it crucial that improvements or mitigation measures should be planned so that the impacts of bridge construction on The Island will not unnecessarily or seriously disrupt the day to day activities of the community or the availability of services now enjoyed by our neighborhood. These accommodations should be made before the bridge is built, not months or years later.

We look forward to continuing our work with the CRC staff, the Project Sponsor Council and the City of Portland to find the right solutions for a Livable Island.

Sincerely,  
Hayden Island Neighborhood Network

  
Roger Staver, President

Cc: Project Sponsors Council

Henry Hewitt, Past Chair  
OR Transportation Commission  
c/o PSC/CRC  
700 Washington Street  
Suite 300  
Vancouver, WA. 98660

11/27/09

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NOV 30 2009

Columbia River Crossing

Dear Mr. Hewitt,

I live on Hayden Island in the mobile home park. My house is on Azalia Street which is the street that will be most impacted if the I-5 bridge project and the CRC "refinement" package goes through.

I'm sure you can understand my concern about how the construction noise, dust and increased traffic emissions will be affecting my life on a daily basis for the 5-6 years during construction and beyond.

What's most upsetting to me right now is that the CRC refinement package is a total reversal of the much publicized plan that would enhance the quality of life on the island by replacing the strip mall with attractive shops, cafes, sidewalks, bike paths, a Max station by Jantzen Beach mall, and condos and/or apartments for high-middle-and low-income folks.

Instead it seems that a "Berlin Wall" type barrier will bisect the island and require pumps operating



24/7 to keep water out of a tunnel to be built 22' below Tomahawk Drive! In the process of lowering the road, the most basic of all services — the Safeway grocery and pharmacy — will be destroyed and there is no mention of a plan to relocate or replace it!

This is in shocking disregard to Hayden Islanders who already shoulder more than their fair share of stress and inconvenience from 24/7 PDX airplane noise and long waits to enter or exit the island from I-5.

We need a better effort from the Portland or Vancouver mayors, the project sponsors and transportation managers to address these issues and find other alternatives.

Please vote against the refinement package on Dec. 4<sup>th</sup>. And please help figure out a way to lessen the environmental problems that people like me will be experiencing for a very long time once this project gets underway.

Thank you,

Linda Caso #14B

1501 N. Hayden Island Drive

Portland, OR 97217

503 719-4483

Mr. Henry Hewitt, Co-Chair  
Project Sponsors Council, CRC  
700 Washington St., Ste.300  
Vancouver, Wa. 98660

11/23/09

Dear Mr. Hewitt:

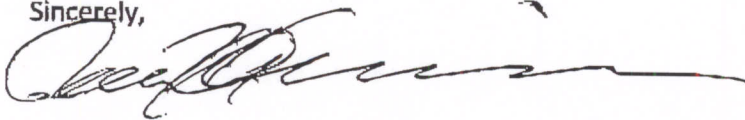
I urge you to vote "NO" on the Columbia River Crossing Refinement Package. For the most part, the projected cost savings of the package involve changes that will have negative impacts on the residents of Hayden Island. The CRC Refinement Package trades those possible short-term cost savings for what I believe are certain long term negative impacts to Hayden Island. Those impacts will carry with them decided "people costs". The negative impacts are unacceptable to those of us who live on the island. Some of those impacts are:

1. Lowering the island crossing to grade level will further divide Hayden Island. The proposed "tunnel" under the freeway for Tomahawk Island Drive, recessed 22', may be both unattractive and unsafe to use, particularly for those on foot, bikes or scooters. It will also be costly to pump and maintain.
2. Due to the increased footprint on Hayden Island of the Refinement Package plan, 35 of the Island's current businesses will be forced to close. The size of the planned Neighborhood Retail Center will also be reduced by 50%. Many residents work in or otherwise depend on the local businesses that will be going away. All of us depend on those businesses to varying extents.
3. Worst of all, the existing Safeway store will be forced to close and may not be able to find a new Hayden Island location. This is the only grocery and drug store on the Island and the only easily accessible such store to Island residents, period. A number of our residents are elderly and/or do not drive. So closing Safeway will have a major impact on a vulnerable population.

Again, I urge you to vote "NO" on the newly proposed CRC Refinement Package. It is not the solution we need. It is not the solution that will best serve the people of Hayden Island and North Portland. On the contrary, it adds a large burden to the residents of Hayden Island.

Thank you.

Sincerely,



Paul Williams

2080 N. Middle Shore St.

Portland, Oregon 97217

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NOV 05 2009

ODOT  
HEADQUARTERS

November 4, 2009

Matthew Garrett  
ODOT, Director  
355 Capitol St. N.E.  
Salem, OR 97301-3871

Dear Matthew,

For the last four years, the Hayden Island neighborhood has been involved in a long overdue discussion about the future of our community. Residents and businesses on the Island and in its surrounding neighborhoods have been given the opportunity to participate in several significant, interrelated planning processes that will guide the evolution of this often overlooked part of Portland. As a result, we hold a growing common aspiration for the development of a sustainable, mixed-use residential community enjoying the unique benefits of bonds to each of our region's major urban centers, and a green, waterfront lifestyle. This vision is being challenged by proposed changes to the Columbia River Crossing plan.

The Plan was produced under the guidance of the Bureau of Planning and Sustainability, David Evans and Associates and SERA Architects, and adopted by the Portland City Council in August, this document anticipates significant growth and change in the community, supported by assumptions of new residential neighborhoods, an evolving commercial base, the replacement of the I-5 river crossing, and development of exceptional public transportation links to downtown Portland and Vancouver. An attractive, highly functional light-rail station will play a crucial role in the success of our Plan.

The Portland Working Group is highly satisfied with the station planning process, and excited about the impact light-rail service, the station facility and its associated public space can have on the culture and texture of our community. But, we are concerned that the success of our long planning efforts, and Tri-Met's significant investment will be compromised by proposed changes in the plan that will significantly impact pedestrian, and bicycle circulation as well as light-rail station access. We want these issues to be heard clearly by the Sponsors Council and would ask that the proposed bridge and interchange design changes be reconsidered in light of these risks. We also ask that the TriMet and the CRC expand the purpose or charter for Working Group to include planning for mobility and circulation related to the use of the station and other public transportation.

The Portland Working Group have been fortunate to work with an exceptional team from the CRC, TriMet, ZGF and CH2MHill in planning the location, function and design of the Hayden Island Light-Rail Station. The Station will play a key role in the future of Hayden Island, not only as our principal gateway to public transportation, but as a connection to the region's bike and pedestrian corridors, and as a gathering place for neighbors, commuters, and visitors. Its integration into the island's pedestrian and auto circulation strategies is crucial to its success for TriMet as well as for the community. But, we are concerned that two significant features of the current bridge and interchange design will obstruct our opportunity to fulfill the promise of the Plan, and TriMet's expectations for the performance of the light-rail station. The recent CRC "refinements" proposed for basic design concepts applied on the island in the name of cost reduction may have significant negative impacts on bike, pedestrian and auto mobility along the east-west Tomahawk Island Drive corridor. This street and its pathways are intended to be a significant element of the Island's identity, providing the principal link between east and west Hayden Island neighborhoods, a link between a new neighborhood commercial area to the east and a regional commercial area to the west, and as the primary community street link to the light-rail station. We are concerned that the changes currently

proposed will reduce the effectiveness of these links from the Locally Preferred Alternative design that is already less than optimally efficient.

In the LPA design, Tomahawk Island Drive would cross under a 600 ft wide freeway interchange structure supported on columns, with the street dropping some 14 feet below grade at its lowest point. With careful design detailing, it may be possible to create a pedestrian environment that will be appealing, and feel safe enough to attract station-bound commuters. However, the proposed, value-engineered design will create a significantly less attractive route.

Integrating the North Portland Harbor Bridge as an element of the Crossing, will lower the elevation of the Island interchange structure. The lowest point of the Tomahawk Island Drive underpass would drop an additional 8 feet to about 22 feet (2½ stories!) below grade, and add distance to an already long subterranean journey. The lower profile of the structure would suggest building the freeway on less expensive ground works, potentially creating a tunnel-like environment. This will not create an attractive route for pedestrians, bicyclists, or drivers to access the TriMet Station from the east.

The proposed split single-point urban interchange will efficiently accommodate the most extreme traffic volumes that can be projected for eventual land uses on the island. But, ODOT's interchange access management design standards indicated for this design create an impenetrable barrier for those who would travel north or south across the circulation loop, inhibiting bike and pedestrian mobility and creating long travel routes to the station. These management standards restrict pedestrian crossing within 1,250 feet of on or off ramps from this type of interchange. As a result, a pedestrian wishing to use light rail, located at the core of this loop, who start their journey near the freeway, will have to walk up to ¼ mile away from the station before they can walk toward it. Conversely, returning commuters may need to walk out of their way to reach floating home or boat moorage residences to the south, or hotel rooms to the north. ODOT has engaged in conversation with the community about this issue, but has not shown a willingness to be flexible in solving these problems. It seems the standards are "one size fits all", and do not consider the unique need for this interchange to be integrated into a very tightly constrained urban street grid. A letter expressing these issues in more general terms written on behalf of the Hayden Island Neighborhood Association Board was submitted to the Sponsor's Council and partnering agencies last month. A copy is attached for your reference.

It is the Portland Working Group's sincere hope that we can work collaboratively to address these interrelated issues threatening the success of the Hayden Island Plan and our light-rail station. None of these issues can be resolved in isolation. We believe the Portland Working Group should be the preferred group to help sort out these concerns. Should you have any questions, we would be pleased to meet with you.

Kind regards,

The Portland Working Group for the Columbia River Crossing and TriMet

Copies: City of Portland, Mayor Adams and Commissioners  
City of Vancouver, Mayor Royce Pollard and Counselors  
Hayden Island Neighborhood Association  
Bridgeton Neighborhood Association  
CRC Project Team  
METRO Council  
ODOT  
C-Tran  
TriMet



# Oregon

Theodore R. Kulongoski, Governor

## Department of Transportation

Transportation Building  
355 Capitol St. NE  
Salem, Oregon 97301

December 2, 2009

FILE CODE:

Portland Working Group  
c/o Columbia River Crossing Project  
700 Washington St, Suite 300  
Vancouver, WA 98660

Dear Portland Working Group members:

Thank you for your thoughtful comments and concerns about the Columbia River Crossing project's draft refinement plan.

First, on behalf of the Oregon Department of Transportation and the CRC project staff, I want to acknowledge the time and effort the PWG has already spent on the long-term planning for Hayden Island. Your involvement has helped identify and shape key improvements to the island. The PWG's continued involvement is critical as we work to prioritize the improvements based on the financial realities.

As you are aware, federal, state, and local partners have asked for a smaller, less costly project. The recently released draft refinement proposes \$650 million in cost savings. Although every part of the project is affected by these reductions, I believe the draft refinement plan maintains the project's environmental, economic, community, transportation, and safety benefits.

As noted in your letter, some of these refinements affect Hayden Island. The proposed refinements are intended to respect and maintain the priorities identified by the Hayden Island community - improving safety, connectivity and access for Hayden Island residents - while recognizing reduced funding. Today, daily congestion, frequent collisions at the interchange, poor pedestrian and bicycle facilities and buses that get delayed by traffic, hinder the island's connectivity, access and sense of community. I understand your disappointment at the scaled down improvements. With your help and other local Hayden Island partners we will continue to improve the refinement plans to best meet the project's overall goals, address financial realities and address the Hayden Island community's needs and values.

ODOT and CRC staffs are committed to improving the livability of Hayden Island while addressing key transportation and safety needs within the five-mile project area. I anticipate substantially better access and connectivity for the Island community and see opportunities to address concerns through additional engineering and design. The Portland Working Group and Hayden Island residents' involvement continue to be essential to delivering a project the community can be proud of.

Sincerely,

Matthew L. Garrett  
Director



Shumway Neighborhood Association Resolution  
November 4, 2009

The Shumway Neighborhood Association (SNA) supports the replacement of the I-5 bridge across the Columbia River, between Washington and Oregon. This is an important project, not only regionally, but also from a national perspective. However, recent revelations about certain aspects of the project have raised our concerns about livability, environmental justice, and cost impacts from the proposed project.

Specifically, the change for SR-500 to a new Fourth Plain connection impacts to the adjacent areas that have not been fully addressed in the EIS. Therefore, we are requesting the first phase of the construction of this project end at the Fourth Plain Boulevard crossing of I-5.

The construction of the proposed project will result in a significant "cut" as described in the October 20, 2009 Columbian newspaper ("I-5 cut a hole through our community, Mayor Royce Pollard). The "cut" impacts to the area south of Fourth Plain Boulevard are proposed to be mitigated by constructing a cap and "park-like setting" over the freeway. The proposals for the SR-500 to Fourth Plain connection will result in a larger cut than south of this area and no mitigation has been discussed in the EIS for these impacts.

Also, the October 1, 2009 Memorandum from the City of Vancouver to the Neighborhood shows that the two proposed SR- 500 - Fourth Plain design options will significantly increase traffic on the main roads surrounding the neighborhood. In addition, the intersection of Main Street and Fourth Plain Boulevard will fail if either of these options is constructed. Clearly, the effects of the increased "cut" and traffic volumes will significantly degrade the livability of our neighborhood.

The two design proposals for the SR 500 to Fourth Plain connection, presented at the October 2009 Neighborhood meeting, show between 23 and 45 parcels being partially or completely taken by the project. Many of these residents are low income, and this has not been acknowledged in the environmental process to date. This could be a serious deficiency in the process which could affect the entire project moving forward. We would not want this to happen.

Costs are a growing concern for this project as they seem to be continually increasing. Given the uncertainty over the funding sources for it, it would be prudent to use the most intelligent design to address the most serious problems first.

Eliminating the SR 500 interchange reconstruction from the initial phase of the project would save over \$100 million. As the current interchange functions well, there is not the same pressing need to make changes here as at the river crossing. As future conditions the construction of this part of the project could be revisited and developed as needed.

The proposed replacement of the Columbia River Crossing is an important project. Much time and effort has gone into it so far. We are concerned that the northern part of the project has not been given the same level of impact analysis and mitigation as the rest of the project. Our request to narrow the project limits will allow for more time to address the livability, environmental justice and cost issues, without affecting the rest of the project moving forward.

And, if further analysis shows these improvements are needed, they could be implemented at a future date, without impacting the current project

Thank you for your consideration,

Anne McEnery-Ogle, Chair  
Shumway Neighborhood Association

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DEC 03 2009

Columbia River Crossing

11/23/09

Mr Henry Hewitt  
Project Sponsors Council, Columbia River Crossing

RECEIVED

NOV 25 2009

Dear Sir,

Columbia River Crossing

I live in the Manufactured Home Community on Hayden Island and we are strongly opposed to the CRC Refinement Package. It will eliminate Safeway (grocery and pharmacy) and create a dangerous tunnel for us to walk through.

A large number of us are seniors on a fixed income and seldom go off the island - the island is like a small town for us. Therefore, we need our grocery, pharmacy, and our safety.

So please look at alternatives that will not be a hardship for us.

Sincerely,

Tom Dana

1501 N Hayden Island Dr #110  
Portland, OR 97217

503-954-9217



# VANCOUVER FREIGHT ALLIANCE

## Memorandum

Date: November 19, 2009  
To: Paula Hammond, Secretary, Washington State Department of Transportation; Matthew Garrett, Director, Oregon Department of Transportation  
From: The Vancouver Freight Alliance  
Cc: Hal Dengerink, Chancellor, Washington State University, Vancouver; Henry Hewitt, Past Chair, Oregon Transportation Commission; Sam Adams, Mayor, City of Portland; Royce Pollard, Mayor, City of Vancouver; Tim Leavitt, Mayor Elect, City of Vancouver; David Bragdon, Council President, Metro; Steve Stuart, Chair, Southwest Washington Regional Transportation Council; Fred Hansen, General Manager, TriMet; Doug Ficco, Columbia River Crossing Co-Director; Richard Brandon, Co-Director, Columbia River Crossing

This memorandum is in support of the staff recommendation for refinements to the Columbia River Crossing (CRC) project. Our organization represents 75 industrial and commercial businesses that are located in, or operate within the city of Vancouver.

Our members reviewed the staff refinements to the original Locally Preferred Alternative and have the following observations:

- 1) While we still prefer a 12 lane crossing due to the enhanced safety and efficiency provided to truck and freight movement, we understand the regional interests of managing transportation on this section of Interstate 5. We will support the 10 lane option with the understanding that it can be expanded to 12 lanes when volume and congestion requires additional lanes. We urge the states of Oregon and Washington, and the Project Sponsors Council to consider implications to traffic safety and the dependence of local, regional and national businesses on a reliable, efficient I-5 crossing.
- 2) We understand the phasing of the Marine Drive flyover and Victory Braid are a significant reduction in cost. We recommend that the state of Oregon and Metro insert these projects into their 20 year transportation improvement plans.
- 3) The elimination of the Fourth Plain off-ramp from State Route 500 west bound will impact several of our members. We recommend that the CRC project team and the City of Vancouver thoroughly analyze the

Airgas  
Albina Fuel Company  
Alliance Steel  
Area Transport  
Arlo G. Lott  
Atlantic Pacific Freightways  
Auto Warehouse Corp  
Bear Transportation  
Bergstrom Nutrition  
Boise Cascade Building Dist.  
Bradeen  
Burgener's Woodworking Inc  
Cadet Manufacturing  
CalPortland, Inc  
Cemex  
Columbia Machine, Inc.  
Columbia Metal Works  
Columbia Vista Corp  
Construction Materials Exchange  
Conwood Construction Inc  
Denis Gray trucking  
DIS-Tran  
Firestone Inv Family LP  
Food Express Inc  
Frito Lay  
Gary Hamilton  
Green Transfer  
Haney Truck Lines  
Harvest Transport  
Heiser Bros.  
Hydraulics Inc.  
Independent Dispatch, Inc.  
Interstate Wood  
J & J Trucking  
John Alps  
Jones, Andy  
JR's Freight Service  
Key Trucking  
KIC Holding Inc  
Knight Transport  
LaFarge North America  
Lile International  
Manufacturers Supply  
Metro Metals NW  
MG Transport  
Mitchell Bros.  
NALCO  
National Transfer  
Northwest Packing Company  
PAC Paper Inc  
Pacific Die Casting Inc.  
Pacific Energy  
Peninsula Truck Lines  
Plastics Northwest  
Pudget Sound Trucklines  
Rexius  
RJB Wholesale  
RK Storage  
Roadlink  
Sound Delivery Services Inc.  
Subaru of America, Inc.  
Sunlight Supply / NGW  
Swift Courier  
System Transport  
Taylor Transport  
Tetra Pak Materials Inc  
Trimac Panel Products  
TriStar Transload PNW, Inc.  
United Road Service  
Vancouver Bolt And Supply  
Vancouver CFS  
Vancouver Warehouse and Dist. Co. Inc.  
Washington Trucking Inc.  
Wellons, Inc.  
Wilhelm Trucking and Rigging Co





# **VANCOUVER FREIGHT ALLIANCE**

implications of additional freight movement caused by this action on Main Street, 39<sup>th</sup> Street and the intersection of Main and Fourth Plain.

- 4) Finally, it is critical that freight remain a key consideration to the Columbia River Crossing project. Our companies utilize I-5 differently than other modes, including traveling off-peak, and requiring different merging and turning parameters. We recommend that long-term CRC performance oversight include measures to assess freight-specific travel time according to time of day, mode mix, delay impacts and reliability.

In summary, the Vancouver Freight Alliance supports the staff recommended refinements to the Columbia River Crossing. We believe the project will still meet the purpose and need, and will provide essential improvements to the current I-5 crossing. We thank the CRC staff for their efforts and ask that the state departments of transportation and the Project Sponsors Committee accept their recommendations.

**From:** [Barb](#)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** RE: Columbia River Crossing Refinement Package  
**Date:** Monday, November 30, 2009 3:25:09 PM  
**Attachments:**

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I would like to address this email to Hal Dengerink,Chancellor,WSU and Henry Hewitt,Past Chair,OTC

Sirs;

I am writing in regard to the currently proposed Refinement package for the Hayden Island Community, and asking that you please vote No on it.I would appreciate it if you would take the time to re-consider some of the available options, due to the fact that we are Dependent on the Safeway store especially as well as some of the other 35+ business's that will be taken out if this plan goes thru.

Hayden Island is not just a stop along the hiway, it is our Home. A giant comparison maybe, but to the residents here it would be like taking the main drag of the city of Beaverton and turning it into a lake, for lack of a better comparison. Hayden Island is our own "Little City."

Many of us who live here on the island are either handicapped in one form or another, not able to drive to shop off the island, maybe cannot even afford transportation costs to shop off the island.

I know the current plan is a cost cutting measure, but one, we are going to be paying taxes one way or the other on the project and two, even tho the project will create jobs, it is also going to add to the current unemployment lines due to the loss of jobs for business's and their employers if the current plan is passed.

I know there has to be some creative engineer's out there that can come up with a way to do this project without tearing out our only means of grocery shopping and pharmacy, and i'm not going to lie, we like our fast foods and resturants too.

In a letter i wrote sometime ago to "a person of position" I also have concerns about the accessibility issues to the island and feel there should be at least two ways to access and leave the island.

If there was ever some sort of a disaster on this island,ie;flooding, there would be so much panic of folks trying to get off here i honestly feel people could loose their lives trying to do so with the current limited access.

Thank You for your time and i hope you will take these concerns into consideration.

Sincerely,

Barbara Humphrey

1503 N. Hayden Island Drive

**From:** [Tim Bias](#)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** meetings  
**Date:** Friday, November 13, 2009 4:43:50 PM  
**Attachments:**

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I would love to attend the upcoming meetings.

It's a bad idea to reduce this project. We NEED this new bridge with all 12 lanes and amenities if we are going to help our future residence.

Thanks!!!

Tim J. Bias, Agent

Farmers Insurance

7724 NE Hazel Dell Ave

Vancouver, WA 98665

360-693-8585 w

360-693-5788 f

[tbias@farmersagent.com](mailto:tbias@farmersagent.com)

[www.farmersagent.com/TBIAS](http://www.farmersagent.com/TBIAS)

**From:** [Luanna](#)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** Please move this project forward  
**Date:** Thursday, December 03, 2009 9:31:29 AM  
**Attachments:**

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I live on Hayden Island and I am confronted daily by the problems created by the congestion and poor traffic flow at the Interstate Bridge.

I am writing to urge you to decide on a plan and move this project forward. I realize there are many considerations and conflicts, but we need to take action. It is disappointing to me and the residents of Hayden Island that many of the cuts affect the project on Hayden Island itself. I'm not happy about that but what I can't live with is inaction on your part.

You have the authority to take action and I urge you to do so NOW. We can study this to death, but you have the ability to make the tough call.

Just do it.

Luanna Grow  
707 N Hayden Island Dr. #317  
Portland, OR 97217  
503 452 4554  
503 806 7005 (cell)

**From:** [Columbia River Crossing](#)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** FW: #1719 FYI: Livability and the CRC  
**Date:** Wednesday, December 02, 2009 11:16:42 AM  
**Attachments:**

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**From:** Civic [mailto:civicminded@waltervalenta.com]  
**Sent:** Friday, November 13, 2009 10:14 AM  
**To:** Adams, Sam; Bragdon, David; Fred Hansen; Hewitt, Henry; Congressman Earl Blumenauer; Gail Achterman  
**Cc:** Ciarlo, Catherine; Smith, Paul; Zehnder, Joe; John Gillam; Patrick Sweeney; Raggett, Mark; Bertelsen, April; Geller, Roger; Howton, Brad; Roger Staver; Victor Viets; tomk@neilkelly.com; sjudd@edensandavant.com; rtcarhart@comcast.net; pamfergusonpdx@aim.com; Johnson, Peg; McFarlane, Neil; Becklund, Ann; Manning, Barry; Brandman, Richard; Roberts, Ross; Ransom, Matt; Matt Whitney; David Knowles; Carpenter, Ed; Dupey, Alex; Carol Mayer-Reed; Stuhr, Jeff; Ficco, Doug; Pedestrian and Bicycle Advisory Committee to; Deane, Kate; Collier, Corky; Councilor Rex Burkholder; Russell, Bob; Witter, Steven; Jeff Cogan; Francis, Carley; Bates, Steve; Rust, Lynn; Nolan Lienhart; Strickler, Kris; Anderson, Ron; Tillett, Paddy; Schilling, Carrie; Hansen, Jane; Wood, Robert; Theisen, Greg; Williams, Kathryn; Baldwin, Greg; Liles, Casey; Smith, Dave; missyjantzen@comcast.com; Ward, Marcia; Masciarotte, Mark; Pokornowski, Dick; jmcaswell1@aol.com; Tom Markgraf; Parisi, Dave; Ethan Seltzer; Cheryl Twete; Leslie Sawyer; Deborah Robertson; Tom Griffin-Valade  
**Subject:** Livability and the CRC

We all know that the CRC need to reduce costs.

Some of the cost saving refinements only affect the **functionality** of the CRC as a road system

like phasing the SR 500 intersection or  
delaying the braiding of the Delta Park /Victory Blvd ramps.

But other refinements affect the **livability** of neighboring communities  
like the changes proposed for Hayden Island.

When we started this process several studies and many years ago -

We said, "This would not be a 50's highway project"

We said, "This project would not separate neighborhoods like we did the first time I-5 was built"

We said. "We were going to demonstrate that Land Use and Transportation are linked"

And we were living up to that idea.

We did detailed plans for the Island, Marine Drive and Downtown Vancouver.

We valued design as well as functionality.

Until the crunch time.

Now we are being asked to discard some of those values.

Why? Because it costs less.

It cost less to rip neighborhoods apart.

It cost less to place the greater impacts on some small groups or locations.

It cost less to say design doesn't matter.

Some of the refinements only change or delay freeway functionality.

Most can be added in later - if we decide to invest more in the future.

Some cost saving measures **permanently damage the livability** of a special part of Portland

In these areas we need to stand up for our values.

Even if it costs a little more.

Walter Valenta

[civicminded@waltervalenta.com](mailto:civicminded@waltervalenta.com)

**From:** [cathwillie@comcast.net](mailto:cathwillie@comcast.net)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Hayden Island  
**Date:** Friday, November 13, 2009 4:26:16 PM  
**Attachments:**

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The new refinement in the CRC for Hayden Island is described in today's paper as "walled". For heaven's sake, there has to be some sense of openness so that community is not divided by this new development. Please review that feature if that is the case.

Bill Coffman

[cathwillie@comcast.net](mailto:cathwillie@comcast.net)



**From:** [hinsz@comcast.net](mailto:hinsz@comcast.net)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** Comment from CRC Submit Comments Page  
**Date:** Tuesday, December 01, 2009 10:40:58 AM  
**Attachments:**

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From: Diana Hinsz

E-Mail: [hinsz@comcast.net](mailto:hinsz@comcast.net)

Comment or Question:

I was wondering if this will take the safeway store out on Hayden Island with this bridge project? If it does will the store be rebuilt on the island? I am an employee at safeway on hayden island have been for many years and i don't think we should loose our jobs because of some traffic problems so i guess that means all the business on that side of the island would go out? then people would be with out jobs and there are enough people with out jobs. could you please respond to my e-mail please thank you Diana

**From:** [Herman Kachold](#)  
**To:** [letters@columbian.com](mailto:letters@columbian.com); [HansenF@tri-met.org](mailto:HansenF@tri-met.org); [Adams, Sam](#); [letters@news.oregonian.com](mailto:letters@news.oregonian.com); [Bragdon, David](#); [Columbia River Crossing](#); [mzusman@wweek.com](mailto:mzusman@wweek.com); [Matthew.L.Garrett@state.or.us](mailto:Matthew.L.Garrett@state.or.us);  
**CC:**  
**Subject:** Hayden Island Refinement Package  
**Date:** Monday, November 23, 2009 4:48:35 PM  
**Attachments:**

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Hayden Island Refinement Package

First let me say that I am not a great letter writer, but I do wish to have my voice and ideas heard.

I reside on Hayden Island in the manufactured home community. My wife and I have been here for 2 years and love it.

After learning more about the "CRC Refinement Package", we were shocked at the negative impact it would have on livability, health, and safety for the island residents and visitors. The loss of Safeway and many other businesses that support the residents and visitors to Hayden Island would be negative.

This seems counter to the "Hayden Island Plan" that was passed by the Portland City Council.

The CRC needs to look at alternatives to reducing I-5 bridge traffic with additional bridges. Smarterbridges.org has some great ideas. We need a "Columbia River Crossings Project".

We will be at the meeting on December 4<sup>th</sup> to show our support for a "no" vote on the refinement package.

Herman and Carroll Kachold

1501 N. Hayden Island Drive, 42B

Portland, OR 97217

(503)286-1150

**From:** [Eric Haas](#)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Please distribute to Project Sponsors Council  
**Date:** Wednesday, November 25, 2009 12:00:33 PM  
**Attachments:**

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Hello,

I'm writing to you because I'm deeply concerned about the potential impacts that the proposed Columbia River Crossing will have, even in its proposed smaller form.

Even though the Draft Environmental Impact Statement commissioned by the CRC Task Force alleges that the bridge will reduce traffic in surrounding communities, it seems obvious that it would actually have the exact opposite effect – with more lanes and (temporarily) reduced congestion, more people will be more likely to make the trip over the Columbia. I've seen it happen all over the country: a highway is expanded to accommodate more people, and so more people start using it; a major problem, of course, is that after a few years traffic is as bad as ever. Anyone who's ever lived in L.A. knows that bigger freeways and highways are incapable of reducing congestion for the long term.

Beyond the eventual traffic jams that this project will create, I'm worried that this increased traffic will have a wide range of negative impacts, particularly on the communities living in and around the I-5 corridor.

For those of us living close by, it will keep us awake at night and distract us during the day; more importantly, however, it will give many of us asthma and cancer. This isn't true only for the small area that the current DEIS examines; pollution will spread by wind, and will also condense into clouds and rain down on people living all over the Portland Metro Area. We will all be put at a greater risk for disease by this project – and this is true whether the CRC is 10 lanes or 12.

It looks as though the communities who will be most dramatically affected are comprised of elderly folks, low-income families, and ethnic minorities; I'm worried that this project may be unfairly infringing upon the basic civil liberties of these people, without fully listening to their concerns or attempting to address their dilemmas.

Because the new proposal for the CRC would cut straight through Hayden Island, rather than passing over it, it will actually be a much more significant disruption in the lives of residents there than the original plan. Residents – many of whom can't drive – will be forced to travel to Vancouver or Portland to do their basic grocery shopping, or to pick up prescriptions.

I am deeply concerned that the people charged with planning the CRC have not fully examined local citizens' questions, comments, and concerns regarding the project. I am upset by the fact that the CRC Task Force voted on the project before the requisite 90-day period for public comments had expired. I am upset by the fact that no one on the Task Force saw any of the estimated 15,000 public responses that were sent to them, even before the vote took place.

I'm afraid this project is being pushed through the planning process too rapidly. The CRC – whether 10 lanes or 12 – could harm, or even kill thousands of people in Portland and Vancouver. And for what? A slightly shorter commute time? Even this benefit will be short-lived at best.

There are many possible alternatives to the CRC that have not yet been fully considered. Why not give commuters the option to ride a lightrail between our cities? Couldn't we simply build a lightrail bridge alongside the existing one for cars? Or why not modify the neighboring bridge so that boats passing through it could also pass under the existing CRC, without forcing it to lift its gates?

Please don't let either the 10-lane version or the 12-lane version of the CRC be built without a much more rigorous and comprehensive consideration of its effects on those of us who live here.

Thank you,

Eric Haas

**From:** [jakeman1@juno.com](mailto:jakeman1@juno.com)  
**To:** [Columbia River Crossing:](#)  
**CC:**  
**Subject:** Re: Columbia River Crossing Project eUpdate - November 2009 another bridge to nowhere  
**Date:** Saturday, November 14, 2009 1:09:54 PM  
**Attachments:** [Columbia River Crossing Project eUpdate - November 2009.msg](#)

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From: "Columbia River Crossing" <ColumbiaRiverCrossing@columbiarivercrossing.com>  
To: Undisclosed-recipients;  
Subject: Columbia River Crossing Project eUpdate - November 2009  
Date: Fri, 13 Nov 2009 15:45:01 -0800

I don't see any reduction in the more frivolous features such as bike lanes, Max lines and Pedestrian walks. While sign waving for a political candidate at the I 5 Bridge I only saw about 5 cyclists heading for Portland per day. fewer than 1 each day was coming to Vancouver. As for buses, I never saw one with passengers standing up because they were full to capacity. It hardly seems reasonable to spend billions of dollars to make a bridge for that few people. There's another several hundred million dollars worth of savings that could eliminate the need for tolling and the resulting revolt you people will see in Oregon from those who work and pay Taxes over there. Don't think it won't happen. The only reason you people aren't aware of how fed up we are is because you aren't paying any attention. The more I here about this bridge, the more it sounds like the bridge to nowhere in Alaska.

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**From:** [Pinkstaff, John](#)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** Comments on Refinement Proposal  
**Date:** Friday, November 13, 2009 5:58:55 PM  
**Attachments:**

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I oppose the Refinement Proposal element that would reduce the number of lanes.

The bridge needs to last for a long time. We will need at least 12 lanes. Those who advocate for fewer lanes on "livability" grounds are not giving adequate consideration to the critical need for an adequate transportation system to support economic prosperity (jobs) in the region which includes removing choke points on I-5, not just for freight, but also for cars. If we don't build enough lanes, it will harm future generations for years to come.

Thank you

**John Pinkstaff**



Shareholder, [Bio](#) | [VCard](#)  
Lane Powell PC  
601 SW Second Avenue, Suite 2100  
Portland, OR 97204-3158  
Direct: 503.778.2186  
Cell: 503.807.7842  
[www.lanepowell.com](http://www.lanepowell.com)

*Lane Powell, one of Washington's "Best Workplaces" and a "Top Corporate Philanthropist" (Puget Sound Business Journal), and one of the "100 Best Companies" and "100 Best Green Companies to Work For in Oregon" (Oregon Business magazine).*

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**From:** [Nathan Keith](#)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Re: Columbia River Crossing Project eUpdate - November 2009  
**Date:** Saturday, November 14, 2009 5:27:22 PM  
**Attachments:**

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Twelve lanes to ten, this violates one of the age old engineering maxims, Form follow Function, or we were misinformed as to the required Function. Has the function changed to reduce the number of lanes, on/off ramps? Oh, no the ramps are delayed (according to the Oregonian), so future tax payers can pay more and experience delays in the future.

Everything is wrong with this plan, will not follow the required function, is not expandable, does not improve the aesthetics of either city. We need to dig a tunnel, heal the scar in our cities from the Rose Quarter to north Vancouver. A tunnel will not interfere with fish, shipping, air craft, etc. and will vastly improve the aesthetics of both cities, open up both sides of the river for development, and give hundreds of acres back to both cities.

regards, nrk

Nathan R Keith  
1135 NE Lija Loop  
Portland OR 97211

503.999.8065

On Nov 13, 2009, at 4:05 PM, Columbia River Crossing wrote:

**<CRCLogo.gif>**

**Project eUpdate - November 2009**

Thank you for reading the Columbia River Crossing email

update.

In this issue:

- Refinement proposal could reduce CRC project costs by \$650 million
- CRC to sponsor environmental justice training Dec. 5
- Tolling Study Committee to have final meeting Dec. 7
- CRC advisory group recommends Hayden Island light rail station design criteria

### **Refinement proposal could reduce CRC project costs by \$650 million**

Last June the CRC Project Sponsors Council directed project staff to analyze the project for potential refinements that could produce cost savings while maintaining the project's environmental, economic, transportation, and safety benefits. After five months of meetings with project partners and reviewing different refinements, the CRC staff has prepared a draft recommendation that will be presented to the [Project Sponsors Council](#) Dec. 4, 2009 for consideration. The draft recommendation, if adopted, would reduce the project's cost.

The recommendation includes savings of up to \$650 million to current highway plans (about 20 percent of the total highway cost), including a 10 lane bridge over the Columbia River. As a result of the cost-saving analysis and recent decisions on bridge design, officials now estimate the most likely cost of construction to be \$3.2 billion, within a range of \$2.6 to \$3.6 billion. Previous estimates were \$3.1 - \$ 4.2 billion.

This proposal includes:

- Eliminating a dedicated ramp (braid) to access Victory Boulevard from I-5 southbound
- Eliminating an elevated ramp (flyover) across I-5 as part of the Marine Drive interchange
- Reusing the existing highway bridges over North

## Portland Harbor

- Eliminating elevated structures over Hayden Island and lowering the profile of the interstate
- Reducing the width of the I-5 bridge to accommodate 10 traffic lanes instead of 12
- Removing one planned highway lane between SR 14 and SR 500
- Eliminating the ramps to I-5 northbound from SR 500 and from I-5 southbound to SR 500

## **CRC to sponsor environmental justice training Dec. 5**

CRC will sponsor a half-day training on environmental justice Saturday, Dec. 5, for members of the project's Community and Environmental Justice Group and interested community members.

The training will be led by K. Lynn Berry, an expert in environmental justice from the Federal Highway Administration. Berry will provide an overview of the principles that guide FHWA in developing highway construction projects.

Saturday, Dec. 5, 2009

9 a.m. – Noon

Location TBD

People interested in attending should email [feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org) .

## **Tolling Study Committee to have final meeting Dec. 7**

The CRC Tolling Study Committee (TSC), composed of the directors of transportation and the chairs of the transportation commissions from Oregon and Washington, will have its final meeting on Dec. 7. The committee will discuss the traffic and funding information associated with the tolling scenarios under study, the final report and receive an update on public input

and outreach activities. The public is invited to attend and provide verbal and written comment.

Monday, Dec. 7, 2009

Washington State Department of Transportation, SW Region,  
(Room 102)

11018 NE 51st Circle, Vancouver, WA

6 – 8 p.m.

For transit information, please visit: [www.trimet.org](http://www.trimet.org) or [www.c-tran.org](http://www.c-tran.org)

Meeting materials will be available online Nov. 30.

Since summer 2009, the TSC has discussed a range of tolling scenarios with the public to better understand traffic and funding effects. It is expected that a portion of the funding to build the CRC project will come from tolls, supplementing funds from federal and state sources. Tolling will also help manage traffic congestion and provide bridge users more predictable trips.

The committee's final report will be provided to the Washington and Oregon transportation commissions and legislatures in January 2010.

### **CRC advisory group recommends Hayden Island light rail station design principles**

A Columbia River Crossing citizen advisory group has adopted design principles to ensure the new elevated Hayden Island light rail station becomes a central gathering place for residents and is fully integrated into the adjacent retail area.

The [Portland Working Group](#) (PWG) represents the interests of Hayden Island. The 13-member group has been meeting since May 2009 to identify and communicate the transit needs for the unique island community. The PWG's recommendations will

now be used by CRC staff as engineering and design work continues on the 2.9 mile extension of the MAX light rail system from the Expo Center in north Portland, across Hayden Island to Vancouver.

The PWG recommended the station serve as a key component of the community, with an accessible, inviting plaza which is fully integrated into the adjacent retail area. The station should reflect the history of the island and be a gathering place for residents and visitors. The light rail station is central to the City of Portland's recently approved Hayden Island Plan. The PWG also encouraged CRC to work closely with the City to fulfill the plan's objectives.

The Hayden Island Station is the last MAX stop in Portland before crossing the river to Washington. The light rail extension will improve connectivity, reliability, travel times and operations of public transportation between Vancouver and Portland.

### **Columbia River Crossing contact information**

Email: [feedback@columbiarivercrossing.org](mailto: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](http://www.ColumbiaRiverCrossing.org)

**From:** [Cook, Steve](#)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** comments  
**Date:** Monday, November 16, 2009 9:24:06 AM  
**Attachments:**

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Thanks for the updates on the Columbia River Crossing proposal.

I remain a skeptic.

- I simply cannot support spending \$3 billion + on a new, higher-capacity bridge if it does not include tolls (and, as I explain below, I'm not sure I can support it even with tolls). The new Vancouver mayor is strongly opposed to tolling. For me that puts the entire project in serious doubt.
- My chief concern is the environmental impact of a new, higher-capacity bridge. We are at a time in history when the biggest challenge before us is to drastically reduce our output of global warming gases, chiefly CO2—by something like 80%. I have a very hard time considering an outlay of \$3 billion + on transportation if that outlay would not result in serious cuts in CO2 production. A new bridge would likely lead to increases in CO2 production, by encouraging more commuting across the Columbia. I'd much rather spend the \$3 billion + on building additional mass transit capacity within the Portland urban area, which would reduce CO2 production.
- If the chief issue is the bottleneck in terms of moving cargo (and I think it is) what about this—adding a new bridge that is exclusively available to: light rail, bikes and pedestrians, and trucks. The trucks would pay a toll for using the new bridge, and would benefit from having a faster crossing. Cars would have to make do with the existing bridge, which is probably a good idea, as it provides some disincentive to making a long commute across the Columbia.

Steve

**Stephen F. Cook**  
**Bullivant Houser Bailey PC**  
888 S.W. Fifth Avenue, Suite 300  
Portland, OR 97204  
[steve.cook@bullivant.com](mailto:steve.cook@bullivant.com)  
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**From:** [Steve Walton](#)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** RE: Columbia River Crossing Project eUpdate - November 2009  
**Date:** Tuesday, November 17, 2009 10:09:33 AM  
**Attachments:**

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<<• Reducing the width of the I-5 bridge to accommodate 10 traffic lanes instead of 12>>

Please don't eliminate lanes and bow the pressure of politicians. You are doing a 100 year project here. Think about the future! The special interest groups are winning in their plan to kill or cripple this important project for our region. Don't let them win. Steve Walton

**From:** [T R Parker](#)  
**To:** [Columbia River Crossing;](#)  
**CC:**  
**Subject:** Reducing the cost requires cuts to all modes  
**Date:** Monday, November 16, 2009 3:55:58 PM  
**Attachments:**

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At this point, it appears as if all the cuts on the Columbia River Crossing project are only being made to the highway portion while at the same time the only tolling proposals on the table are to charge cars and trucks. If cuts are to be made, they need to be across the board and apply to all modes of transport.

To provide balance and equity to the project, all the unnecessary recreational bicycle trails that have hitched a ride to this project need to be eliminated along with any bicycle infrastructure frills such as costly turnouts so bicyclists can stop and view Mt. Hood. The bicycle infrastructure on the crossing is also excessively wide and ought to be narrowed for an additional cost savings. Likewise, there are undoubtedly some light rail design features and frills that can be eliminated.

Finally, there must be financial justice related to any bridge funding package. Either the users of all modes of transport are charged a fee to cross the bridge or there should be no tolling at all. If transit fares don't help pay for the light rail portion of the bridge and bicyclists are not tolled to pay for the bicycle infrastructure, then those are the parts of the project that must first in line to be cut.

Terry Parker  
P.O. Box 13503  
Portland, OR 97213-0503

[customerservpro@hotmail.com](mailto:customerservpro@hotmail.com)