

Columbia River **CROSSING** Comment Form

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

DATE: _____

COMMENTS:

The Co Chair to Night
was Rude to Citizens

LAST time too!

If does like People he
need to stop & Think before
in JOIN Citizens ISSUES

Sharon Naess

**PLEASE PLACE COMPLETED FORM IN
A DROP BOX OR TO A STAFF MEMBER.**

Forms also may be mailed:

MAIL

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

EMAIL

feedback@columbiarivercrossing.org

PHONE

360-737-2726 or 503-256-2726

WEB

www.ColumbiaRiverCrossing.org

ADA and Title VI Notice: The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities or in need of language translation can be arranged with advance notice by calling CRC at 866-396-7726 or through the Telecommunications Relay Service at 7-1-1.

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

Columbia River CROSSING Comment Form

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DATE: _____

COMMENTS:

The Chair Rudely SAID
4 Times For People
to Not Repeat things
If he does like listen -
ing He NEEDS to Leave
Now

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COMMENTS: Historic Resource 4 (F)
was not been Followed.

CRC does not meet
4 (F) Historic Resources -
and does not qualify
for federal Funding -
Shaw Nest

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COMMENTS:

CRC HAS STATED IT "SOOKED"
at alternatives because they
need to for Federal Funding!

CRC does not have a
Right for Federal Funding —

~~Has~~ Not Vetted or Studied
Third Bridge. SHARON NASSET

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DATE: Aug 5, 2010

COMMENTS:

Hi,
Attached is a letter from the Board of Clark County Commissioner to RTC. As 2009 Chair of RTC Com. Steve Stuart. Look into if the Third Bridge was study by CRC! No No it WAS Not Consider, Not Studied, CRC continue to make untruthful Statement! SHARON NASSER

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proud past, promising future

CLARK COUNTY
WASHINGTON

July 23, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Columbia River Crossing (CRC) Environmental Impact Study / Third Bridge Analysis

Dear Chair Coston and Council Members:

This correspondence is in follow up to a repeated request to RTC by concerned citizens about the lack of a "third bridge option" being studied and included in CRC's Draft Environmental Impact Study (DEIS). The specific area these citizens are interested in includes a new 6-lane freeway connecting I-5 at Mill Plain, west to the Port of Vancouver, south to Hayden Island, Marine Dr., and connecting with HWY-30 near Newberry Hill.

The CRC project references in a March 22, 2006, document, RC-14. RC-14 was used to create a possible transportation alternative in the Draft Environmental Impact Study. RC-14 modeled a multilane, multimodal bi-state industrial arterial or corridor starting near I-5 and Mill Plain, crossing next to the BNSF rail bridge and connecting south to Marine Drive. Traffic analysis of the RC-14 alternative showed that it did not sufficiently relieve traffic congestion to any significant degree on the I-5/Columbia River Bridge and therefore was not advanced into the next round of alternatives. In sum, this alternative provided for a new industrial corridor, but did not provide for a major freeway that would adequately address freeway congestion.

A new freeway corridor alternative was also studied. It was identified as RC-16 (New Western Highway). This alternative functioned as a new freeway bypass to I-5, but did not directly connect to I-5 via Mill Plain. The proposed corridor started near Ridgefield and went around the ports.

Given the specific concern, as stated above, the answer is no. A "third bridge option" as a new freeway starting at I-5 and Mill Plain was not fully vetted.

Sincerely,

Steve Stuart, Chair

Tom Mielke

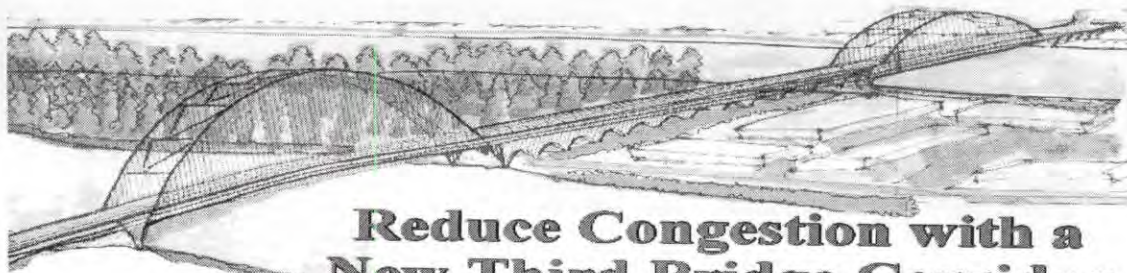
Marc Boldt

cc: Ms. Sharon Nasset
Ms. Tamara McLane

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov



**JOBS
NOW**



**JOBS
IN THE
FUTURE**

Reduce Congestion with a New Third Bridge Corridor

Third Bridge Now

The Third Bridge Corridor

Third Bridge Now is here to let people know about a plan to give us a third bridge between Vancouver and Portland, now rather than demolish the historic Columbia River (I-5) Bridge. The goal is to add to Washington's and Oregon's road systems **now** rather than take away. What it does:

- It creates a new freeway on mostly, bare, vacant, and publicly owned land
- Connects freeways to Ports in Vancouver and Portland to keep and attract business
- Relieves I-5 traffic and removes spillover traffic from neighborhoods
- Removes non-local St John freight traffic
- Provides efficient north-south route from Vancouver to Jantzen Beach, Portland, and Hwy 30
- Extends public transportation bus and heavy rail transit from Vancouver to Portland
- Creates and extends bike and pedestrian route from Vancouver to our ports and industrial areas, to both Vancouver and Portland city centers, and connects to 40 mile loop
- Preserves Columbia River historic bridge along with many other businesses and homes in Vancouver and Jantzen Beach businesses and residential neighborhoods
- Gives better access to public lands, recreation sites, and creates parks, saves historic sites
- Creates a new bridge system without interrupting traffic or adding to congestion of I-5 during construction and **gives us jobs now**
- Money is spent on infrastructure not removing homes, businesses, streets, or existing utilities.

Act now to make this happen!

A final decision has not been made.

www.Thirdbridgenow.com / Thirdbridgenow@aol.com

Third Bridge Now Headquarters: 5003 N. Lombard St., Portland. OR 97203

Mail: 1701 Broadway St., PMB #154, Vancouver, WA 98663

Paid for by Third Bridge Now Political Action Committee

503 278-7495



The Third Bridge project was NOT CONSIDERED OR STUDIED by the Columbia River Crossing project. Please contact elected officials, civil groups, and people of interest and inform them that project was NOT CONSIDERED OR STUDIED and must be thoroughly, equally studied to have a valid process.

071810

Feedback on the Tolling Discussion - July 16, 2010 Sponsors Council Meeting

At the July 16th, Sponsors Council workshop, the discussion about TDM tolling sounded more like a socialist dictator's council sitting around the table discussing how to apply social engineering schemes to hammer motorists with excessive tolls. Deep into the discussion, Vancouver Mayor Leavitt injected a concept of a corridor toll into the conversation for some portions of I-5 where drivers benefit from the highway improvements and a new bridge, but do not cross the Columbia River. He called it a matter of "fairness". He also suggested that North Portland neighborhoods should also be charged a fee for quality of life improvements associated with a new river crossing. The key words here are "benefit" and "fairness".

However, with a new bridge, bicyclists too will see a huge "benefit" in the corridor going from narrow cramped sidewalks on the existing bridges, to the other extreme with a super-sized bikeway on the crossing and an excessive amount of unnecessary bicycle infrastructure attached to the project. In all "farness", bicyclists too must be mandated to pay a significant toll comparable to the increased benefits received.

Likewise with transit riders - they will receive a significant "benefit" with a new light rail line and faster bus service. Again in all "fairness", transit riders must be charged an extra fee or toll added to transit fares to compensate for associated increase in benefits.

"Fairness" also requires spreading out the costs of the crossing to the entire user base mandating that both bicyclists and transit riders help pay for their proportional share of the new bridge crossing.

Additionally, interpreting the "special privileges and immunities" clause in the Oregon Constitution with the key principals for tolling being a "benefit" in and terms of "fairness"; either all users of the CRC must be tolled or no tolling should exist for any of the users. Anything less is simply criminal!

Respectfully Submitted,

Terry Parker - Portland.

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: Testimony to the CRC Project Sponsors Council on the Independent Review Panel Report August 5, 2010

Probably one of the most important elements in the IRP report challenges the CRC in that *“existing models do not provide a dynamic vision of the future when thinking in terms of a 100-year facility”* and the recommends the CRC needs to *“estimate I-5 performance for time periods beyond 2030”*.

“The IRP believes the greatest risk in the decision-making process is not over-sizing the bridges, but not building enough capacity for the next 100 years” – in other words, the risk is building a bridge too small today that will not meet the long range demands of future highway needs. Recommendation 18 *“encourages ODOT to work with the City of Portland and fully develop a solution for I-5 from I-405 to I-84”*; thereby suggesting the Rose Quarter bottleneck can no longer be used as an excuse not to build a 12-lane bridge for the future. This premise is now the correct long range route to take. The public needs to press naysayer Portland politicians and ODOT for a timely study to expand I-5 through the Rose Quarter, and support a CRC that can safely be re-stripped to 12 lanes when needed. The decision as to why or when to do that reconfiguration must left to the next decade decision makers, and not be determined by a dictatorial set of socially engineered guidelines established by today’s Sponsors Council.

Moreover, by revisiting the LPA’s current unproven open-web design, a cost savings can likely be found with a 12-lane bridge. Some additional cost savings can also be found by narrowing and reducing the excessive and super-sized bicycle infrastructure that bicyclists want to hitch to this project for a free ride. As noted in the IRP report, *“the CRC is really an aggregation of many smaller projects”*. Any new updated and realistic cost estimates need to be broken down into a cost per user for each transport mode component with none of the fuzzy math of a cost-benefit analysis. Especially with tolling, the public deserves this kind of clear transparency with accurate cost figures up front rather than after the CRC is underway or completed.

The IRP also recommended establishing *“a Long-Term Project Management/Governance Structure”*. This governance needs to be free of politics, free of any social engineering, and for equity purposes, also needs to be combined with the IRP recommendation to *“re-invigorate public involvement and re-engage with respective working groups”*. The latter MUST also include equity with a new working group for highway commuters and drivers who regularly use the CRC, all of whom are expected to pay tolls and need to be an official part of the tolling discussion, including representation within the decision making and governance process.

As for the tolling itself; all preconceptions of only motorists paying tolls must be thrown out. Since all users of the crossing will receive a benefit, and since creating the benefit is a primary reason for tolling; fairness, equity and financial justice requires spreading out the costs of the CRC to the entire user base, mandating that both bicyclists and transit riders help pay the local matching dollars and transit operational costs with tolls and extra fares for their respective proportional share of the CRC. The revenue from highway tolls must be kept minimal, and only be used to help finance the local match dollars for the roadway components of the CRC, but NOT for social engineering purposes or to subsidize another transport mode.

Respectfully Submitted,

Terry Parker

Plan “B” A new look at the Columbia River Crossing

It is time to stop this million-dollar a-month madness. The time has come to recognize that the I-5 freeway over the Columbia River will never carry another 50,000 vehicles a day and still manage to meet greenhouse gas reduction goals set by the city, state and nation. The myth of 15-hours-a-day of traffic congestion perpetrated by the Washington and Oregon Highway Departments is a disingenuous scare tactic to promote this ill-conceived project. It is based on the ridiculous assumption that nothing can be done to stem the tide of runaway commuter traffic and the only solution is to accommodate it with more freeway lanes. **Non-freeway** solutions were never seriously considered.

I-5 is a six-lane freeway. The existing structurally sound bridges can accommodate all six lanes if it were not for the morning and evening surge of commuters who are left with no alternatives other than their private automobiles to get to and from work. Without this surge the number of rear-end collisions, the major incidents on the bridges, would be greatly reduced. Trucks would have plenty of room if commuter traffic were reduced; a 10% reduction in auto traffic would double the road capacity for trucks. Bridge failure in the event of an earthquake is another scare tactic. There is no evidence that these bridges are more likely to fail in an earthquake than any of the other 16 major bridges in the Portland metro area.

The problem is simply congestion on the freeway and this problem can be solved with **non-freeway** alternatives. The following **non-freeway** alternatives were never considered or were summarily rejected without sufficient analysis.

1. Local Hayden Island Access

A bridge on the scale of the new Sauvie Island Bridge could connect Hayden Island to Marine Drive. This would reduce traffic congestion at the Marine Drive – I-5 Interchange and provide Hayden island residents with alternative access. The Sauvie Island Bridge was built two years ago for about \$45 million; roughly half the amount already spent studying the CRC.

2. Light Rail to Hayden Island

The MAX Yellow Line can be extended to Hayden Island, a Portland Neighborhood, independent of the freeway and the wishes of Clark County voters who may opt for BRT.

3. Fix the Railroad Bridge

Replacing the old swing-span on the freight railroad bridge with a new lift-span, aligned on the river with the “hump” of the I-5 Bridges, would eliminate most freeway bridge openings.

4. Commuter rail between downtown Vancouver and Union Station

Fast, frequent direct passenger rail service between transit hubs in Vancouver and Portland would greatly reduce congestion on I-5. Currently this is not feasible because of heavy freight traffic on the existing railroad bridge and at the North Portland and Vancouver Junctions. The Obama administration has proposed that frequent, fast passenger rail service be established in the "*Northwest Cascades Corridor*" between Vancouver BC and Eugene. **A new high-level passenger rail bridge** over the Columbia River in the vicinity of the existing Freight Rail Bridge will be required. A passenger rail bridge is far more likely to be designated a "**Project of National Significance**" and receive federal funding than a freeway expansion project which would further our addiction to oil. This is especially true given the disaster in the Gulf of Mexico.

If the bridge is constructed to accommodate local traffic on a second deck, it could allow trucks going to and from the Rivergate Area to bypass the congested northbound on-ramp to I-5 from Marine Drive.

5. New bridge between Hayden Island and Vancouver

Local traffic, transit, bicycles and pedestrians would no longer be forced onto or next to the freeway in order to cross the Columbia River. Construction costs and traffic disruption could be kept to a minimum because the freeway would not be affected and no bridges would be demolished. It could also serve the "Boise Cascade" development site.

6. Operational changes to freeway

HOV lanes, ramp closings, and tolling during peak hours could also be effective tools to reduce congestion because alternatives to driving would be available.

7. Operational changes to the transit systems

Both TriMet and C-Tran need to coordinate and aggressively upgrade their systems. Bus routes should feed rail service as well as each other in a single multi-destinational transit network that provides fast, frequent and reliable access to all parts of the metropolitan region.

These **non-freeway** alternatives would reduce traffic congestion, traffic incidents, construction problems, vehicle-miles-traveled and greenhouse gas emissions at a much lower cost than the replacement bridge and freeway expansion proposal.

It is time to go back to the drawing board.

Jim Howell
3325 NE 45th Avenue Portland, OR 97213

June 7, 2010
Jimhowell89@hotmail.com

Columbia River **CROSSING** Comment Form

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

DATE: Ron Swaren

COMMENTS:

- Most waste ful project we have ever had
- will not solve congestion on I-5 corridor
only solution is 3rd route over Columbia

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Washington State
Department of Transportation



Oregon Department
of Transportation



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CROSSING Comment Form

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DATE: Aug 5th 200

COMMENTS:

I would like a full audit that shows where the money was spent, how it was spent & why it was spent. I would like to see the "full account" of all monies spent to date which I believe is about 90 million dollars.

I would like an immediate response so our group could begin our study.

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Columbia River **CROSSING** Need More Information?

- SPEAKER** - Would you like a presentation to your community group? Who should we contact to schedule this?

Name: Josephine Wentzel Phone/Email: (360)241-8789

- UPCOMING COMMUNITY EVENTS** - Please suggest events, festivals, etc. where we can tell others about this project:

Name Of Event: _____ Date: _____

Contact Person/Phone Number: _____

- TRANSLATION** - Does your group need information in a language other than English?

Language: _____

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Would you like to be added to the project mailing list? YES NO

NAME (FIRST AND LAST NAME, ORGANIZATION): _____

ADDRESS (STREET, CITY, STATE, ZIP): _____

EMAIL (ENTER ADDRESS TO RECEIVE MONTHLY ELECTRONIC UPDATES): _____

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DATE: 8/05/2010

COMMENTS:

NO TOLLS - VANCOUVERITES CANNOT AFFORD
IT, would wreck our economy.

Run light rail (or bus rapid transit) ALL THE
WAY from river xing to VAN MALL TC, 99th
ST TC, VISITERS LANDING TC.

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Would you like to be added to the project mailing list? YES NO

NAME (FIRST AND LAST NAME, ORGANIZATION): Shea Anderson

ADDRESS (STREET, CITY, STATE, ZIP): 1012 W 17th St #A Vancouver WA 98660

EMAIL (ENTER ADDRESS TO RECEIVE MONTHLY ELECTRONIC UPDATES): sheaside@gmail.com

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DATE: 8/5/10.

COMMENTS:

① Copies of the studies of other options
Washington based?
others East of Vancouver
others West of of Vancouver,

② Latest Cost Break down for CRC

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③ Funding Details project
where each source
& how much.

④ cost per mode of transportation ① per passenger - Light rail
Alan Srehaug alan.s@integrity.com - Biggest
360-798-8675 - Highway user.

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DATE: 8/5/10

COMMENTS:

First we have all we have a perfectly good bridge right now we are bankrupt in both Oregon + Washington. We would be ~~take~~ tearing up a lot of roads + ripping out a lot of historical buildings. We voted down the light rail and bridge 2 or 3 times, what part of no do they not understand?

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COMMENTS:

I have lived in my house 25 yrs, I'm glad it's not going to displace us or our neighbors, but I don't think other people should be either. I believe bringing light rail into Vancouver, will be very costly for everyone involved, as well as bringing more crime into our town. I understand the bridge is a bit outdated, but it still works. Why fix something that isn't broken! A lot of people live out of work and can't afford to lose their homes or pay higher taxes. Vancouver is a poor city, talking about laying off firefighters, & police officers, how can they afford to pay for a new bridge or light rail.

PLEASE PLACE COMPLETED FORM IN
A DROP BOX OR TO A STAFF MEMBER.

Forms also may be mailed:

MAIL

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

EMAIL

feedback@columbiarivercrossing.org

PHONE

360-737-2726 or 503-256-2726

WEB

www.ColumbiaRiverCrossing.org

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

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



Washington State
Department of Transportation



Oregon Department
of Transportation

Columbia River **CROSSING** Comment Form

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

DATE: 8-5-10

COMMENTS:

PLEASE CALCULATE THE COSTS OF:
LIGHT RAIL PER PASSENGER
BICYCLE INFRASTRUCTURE PER BICYCLIST
T-5 ROADWAY IMPROVEMENT PER HIGHWAY USER
WITHOUT ANY COST-BENEFIT ANALYSIS
JUST THE COST PER USER NUMBERS

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Washington State
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Columbia River
CROSSING Comment Form

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DATE: _____

COMMENTS:

NO tolls. Com

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