



**From:** [jay\\_hunt@yahoo.com](mailto:jay_hunt@yahoo.com)  
**To:** [Columbia River Crossing:](#)  
**CC:**  
**Subject:** Comment from CRC Submit Comments Page  
**Date:** Tuesday, June 17, 2008 10:56:45 PM  
**Attachments:**

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From: Jay Hunt  
E-Mail: [jay\\_hunt@yahoo.com](mailto:jay_hunt@yahoo.com)  
Comment or Question:

I would like to first say that the replacement option makes the most sense to me. It would allow the greatest volume of traffic and should include access for lightrail. I have always been dismayed by the only access to Jantzen Beach being the freeway. I very much like the idea of a side route for access to Hayden Island and the shopping there (especially at the Holidays), and would love a MAX stop there.

HOWEVER, I am concerned about the impact there may be on I-5 south of Columbia boulevard. Portland has an ugly, ugly legacy dating back to the 1960s after having gouged out wonderful neighborhoods to create this freeway system. I hope other alternatives can be explored.

Please look at the Yaquina and Alsea Bay bridges on the Oregon Coast for examples of attractive design (Newport and Waldport, Oregon). They have been rebuilt since their original construction in the early 1900s, but include beautiful 'Art Deco' designs with decorative globe-lighting on either side of the brigdes: classic designs that stand the test of time.

Finally, since the introduction of lightrail on Interstate Avenue, the aveune has been narrowed to one lane each direction. This has severely impacted the neighborhoods around Interstate Avenue with heavy commuter congestion going north all afternoon and into the evening, and horrible air pollution. Commuters treat this avenue as a freeway itself having little or no regard for side traffic or pedestrians who live there. Side streets such as Maryland Avenue, which would normally be safe places for kids and families have become dangerous as frustrated commuters speed through these neighborhoods to avoid Interstate Avenue.

Thank you.