

**From:** [dave@nadals.net](mailto:dave@nadals.net)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, July 01, 2008 2:08:54 PM  
**Attachments:**

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Home Zip Code: 97219

Work Zip Code: 97204

Person:

Other - Have worked there in the past. Have relatives and friends currently living there.

Person commutes in the travel area via:

Car or Truck

Walk

1. In Support of the following bridge options:



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

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

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Unsure

Contact Information:

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Last Name: Nadal

Title: Citizen

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Portland, OR 97219

Comments:

I believe the draft EIS compromises too many critical environmental and livability

values, as well as omitting some.

For specific environmental and regional livability reasons, I am opposed to any widening of the motor vehicle lanes that would exceed six total vehicle lanes on the proposed new bridge. (This includes flex lanes, or if not flex, then three north and three south bound).

This project would have unacceptable impacts on the many neighborhoods that straddle the I-5 corridor in Portland and the Janzen Beach area. These comments also have application to the introduction of more vehicle traffic in the many other parts of Portland, outside of North Portland, that are affected. However, the worst impacts would be to the North Portland neighborhoods, which cannot stand any further freeway-related decrease in livability, nor any increase in the following very harmful aspects of their chemical environments. I label these broad impact categories as Nos. 1, 2 and 3, below.

1. Gaseous, particulate and smoke-related automobile and truck emissions. These include asbestos and other metals / mineral particulates and smoke that is emitted from brake linings. These also include particulate, gaseous and smoke emissions from both diesel and conventional internal automobile exhaust. Diesel in particular is a huge problem on freeways because of the excessive smoke and particulates. And asbestos brake lining pollution is always underestimated and ignored. (The neighborhoods near I-205 through downtown Portland, for instance, constantly smell of smoke, gas and particulates from brake lining materials---including asbestos, many minerals and metals used to make brake linings, and many other compounds found in the many different types of brake linings).
2. Noise increase-----Tires on pavement create extreme levels of local noise. This noise can travel for hundreds of yards, and can bounce unpredictably off of walls that are built to mitigate the noise, but which just as often bounce the noise to unpredictable local locations. As it is, the noise is at unacceptable levels in these neighborhoods because of uncontrolled growth in the traffic. Further expansion of vehicle traffic will drop area property values.
3. Additional traffic facilitation will also cause greater local traffic on local roads and arterials and intersections that are already too close to failure or at failure. Again, the impacts on livability and property values of increased vehicle facilitation are unacceptable.

## Conclusion

It is better to control the volume of traffic by controlling the size of the bridge, and limiting lane increases, if any, to a maximum of one more lane north, and one more land south.