

## 5/13/08 Testimony to the Portland Planning Commission

### SmarterBridge's 6-Step Alternative

1. Toll the existing bridges and the **I-205** bridge to reduce traffic, improve freight mobility and fund improvements.
2. Move and improve the railroad bridge opening, to reduce bridge lifts to trivial levels on **I-5** and the supplemental bridge in Step 6.  
*This bridge would be eligible for Coast Guard "Truman-Hobbs" funding.*
3. Expand public transit by:
4. Improve I-5 interchange configuration by:
5. Seismically upgrade the existing bridges.
6. Extend MAX only to downtown Vancouver on a low-level, multimodal bridge that also caters to local traffic, bikes, and pedestrians.  
Let Clark County decide the kind of transit system it wants to connect to MAX.

### Critique of the CRC DEIS Proposals

1. CRC's Transit Component does NOT Meet the Project's Purpose & Need Objectives to:
  - Improve connectivity and
  - Serve more transportation markets
2. CRC's Inadequate Transit Component Means the Project does NOT Fulfill State and Regional Mandates to:
  - Reduce VMT
  - Reduce Greenhouse Gases
3. CRC Mostly Focused on Downtown Trips  
For work trips alone, this misses a number of key destinations, including:
  - Columbia Blvd corridor
  - Rivergate
  - Swan Island
  - PDX Airport Area
  - Troutdale Industrial Area

### 4. Transit Component

Considering the vast expenditures and impacts in play:

- Transit investment needs to be much bolder than the CRC proposes, if it is to significantly reduce auto travel in the corridor.

Merely extending light rail into Vancouver with park & ride lots is not sufficient.

- Park & rides require people to drive to them, causing local congestion and pollution and,

- Once a car is required for a trip, many are likely to find reasons to drive the whole way.

## 5. CRC Needs More Robust Transit

- A vastly improved local transit network on both sides of the river must be provided.
- Such an improved network is affordable, if money isn't squandered on avoidable freeway expansion.

## 6. Light Rail and Local Transit Do NOT Need a Big, High Freeway Bridge.

- A new, low, multimodal bridge actually would work better for transit, by providing improved local access to areas adjacent to the river.
- Such a bridge would work better for local traffic, bicycles, and pedestrians too.