



From: [Corbett Lair, Inc.](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: public comment
Date: Friday, May 02, 2008 11:32:51 AM
Attachments:

P-0015-001

Would someone please step up and show real, creative, vision. Instead of addressing the most immediate problem, let's solve the issues of the entire Portland I-5 corridor. Doing so will enhance long term livability and mitigate more serious problems looming just over the horizon.

Move gasoline powered traffic and mass transit to a tunnel under the river. Work around the objections to that scheme in the context of a bigger picture of change and community transformation:

Create seamless waterfront development on both sides of the river tied to a restructured Jantzen Beach; abandoning the big-box-stores-scattered-in-a-giant-parking-lot for a Bridgepot-like community village that includes homes, shops, and parks, integrate with, and with easy access to, the riverfront. Use the existing bridge for pedestrians, bicycles and (small) electric vehicles.

A united riverfront would be the best thing to ever happen to downtown Vancouver, and North Portland.

While we're at it, cover Interstate 5 from Delta Park to the Marquam bridge and unite those developing North Portland neighborhoods. Bury I-5 under the eastside industrial area (as has been discussed for years), and cover the freeway through the Terwilliger curves to reunite southwest neighborhoods with that modest attempt-at-vision known as the South Waterfront / North Macadam development.

Earmark property taxes that will inevitably follow from now stagnant condo sales and additional development to pay for what the federal government won't (If the Feds balk, threaten a class action lawsuit for the ultra concentrated benzene pollution up and down the Willamette River / I-5 corridor we've been breathing for decades -- I'll be first in line for that one, thank you very much.). And if southwest Washington won't do their part,

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As you have noted, many of the problems and proposed solutions you have identified address issues far beyond the scope of the CRC project. However, the CRC project has been planned in the context of, and is consistent with, the region's broad transportation and land use vision and needs. Some of these are compatible with your suggestions and others are not. Many different options for addressing the CRC project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why the options evaluated in screening were dropped from further consideration.

P-0015-001 increase the toll to \$6 for Washington license plates, southbound only.

Let's quit fooling around with "how little can we do and get away with it", and instead create an environment that addresses the now-upon-us realities of overpopulation, energy, air quality and inner city livability. Using carrots and sticks we can, and will, unite federal, state and local government, business interests and community leaders - and spread the cost accordingly.

Speaking of the cost, are you kidding me? The party is over! Energy, water, environmental collapse and overpopulation will bring "costs" to us over the next fifty years that make this stupid bridge project look like a bake sale. Let's take the opportunity now to make the kind of change that will pay extraordinary long term dividends -- provided, of course, that there is better leadership than that associated with the OHSU aerial tram fiasco...