


From: [Jose Rodriguez](#) 
To: [Columbia River Crossing](#)
CC:
Subject: Only would be beneficial if..
Date: Tuesday, May 13, 2008 6:56:35 AM
Attachments:

B-007-001

Hello, my name is Jose Rodriguez & I live in SE Portland. I ride my bike everyday to work in downtown Portland. I will admit that I do not use the I-5 Bridge all that often anymore. I used to live in Vancouver and, although not daily, I did cross the bridge a lot more often then. I wanted to comment though that I don't feel this project is worth anything unless it is FOR SURE that the I-5 corridor is also going to be expanded. The area just south of Marine Drive, above the Columbia Slough, goes to two lanes. What good is having a bigger & better bridge when everyone is still bottle-necked to two lanes just a couple hundred yards away? I strongly urge you guys to not move forward unless you can properly expand this section as well. Of course there is also the bottle-neck that happens downtown & at the I-405 intersection, but I feel that this portion would be another project within itself. I do feel, though, that the Marine Drive area should be considered part of the CRC project and absolutely NEEDS to be expanded/widened as well. Without widening this portion a larger bridge really does nothing but use up state money just to have people sitting in the same traffic congestion. Please feel free to contact me regarding this CRC project if my input could be valuable to you and your teams.

Thanks for your time,
 Jose Rodriguez

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The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.