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**Attachments:**




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 Section: 2.2 Alternatives  
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Comment or Question:

- P-0488-001** I support only Alternative 5 for consideration. There is no need to scrap the existing bridges and they offer flexibility for future additional alternative uses (more bus lanes).
- P-0488-002** Alternatives 2 and 3 are short-sighted examples of auto-centric thinking. Fuel prices will reduce the demand for such wide bridges.  
 There is also not enough consideration of impacts from such lane configurations on the existing 3 lane I-5 section through Portland.

### P-0488-001

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

### P-0488-002

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

The Oregon Department of Transportation (ODOT) began construction on the I-5 Delta Park widening project in April 2008 and concluded in 2010. Phase I of the project involves widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. The Delta Park project will have 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. The southbound traffic congestion that

currently exists near the I-5/I-405 split will not be improved by either the CRC project or the Delta Park project. However, traffic analyses show the congestion will not be worse 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.