



From: [lloyd rash](#)  
 To: [Columbia River Crossing](#);  
 CC:  
 Subject: Please Build The New Bridge  
 Date: Tuesday, May 27, 2008 7:03:14 AM  
 Attachments:

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Hello

**P-0489-001** Reading this morning's paper on the opposition of three Metro members made me very upset. I am a lifelong NE Portland resident, and a cab driver.

As such, I cannot believe that anybody would oppose this project. Have they experienced the congestion first hand at all?

**P-0489-002** It seems to me that keeping the through lanes at 6, with additional lanes being auxiliary, addresses the issue of opening the region to sprawl. This would simply be fixing what the freeway should already be. It is simply a matter of efficiency. Who would prefer hours upon hours of idling engines over a few minutes of actual commute, just because the person slowing you down is going from Columbia Blvd to Hayden Island, or Rosa Parks Way to Columbia Blvd? This is not about creating an easier route to a bedroom community, but fixing a BOTTLENECK!!! The existing freeway is a mess. I-5 is a major highway, a major trade route, etc. This should be looked at as a project of increasing efficiency for all routes involved, and a new bridge seems the best way to do that.

Sincerely,

Lloyd Rash

### **P-0489-001**

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. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

### **P-0489-002**

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled,

transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.