From: Marvin Moore
To: Draft EIS Feedback;
CC:
Subject: Bridge comment
Date: Sunday, June 29, 2008 12:33:23 AM
Attachments:

P-0504-001 Hello!
We do not need more car lanes and thus more cars crossing the river.

P-0504-002 We need more mass transit and better bike lanes. The current bicycle crossing and "approach" is a nightmare of afterthoughts. We need a rational and easy to use bike crossing.

P-0504-003 Recently a friend helped me with a hauling project, and we came across the Fremont Bridge, which had a horrible traffic jam. Fortunately we could get off at the first exit on the east side. More Columbia River lanes would mean more cars and more pollution and more global warming and more wasted energy and more congestion on other parts of the freeway. Frequently I bicycle down the Mississippi Avenue hill and look up to see the traffic jams on I-5, and I'm thankful that I'm not part of it. I pity the poor commuters who haven't been given better choices.

Light rail and bike lanes are the only realistic choice for transportation!
Thank you,
Marvin Moore
PO Box 1851
Portland, Oregon 97207
marvelousmarvinmoore@yahoo.com

P-0504-001

The Purpose and Need is based on extensive analysis of the existing and projected transportation problems in the I-5 CRC corridor, and reflects extensive feedback from the public and stakeholder groups. This includes analysis and input during the CRC study as well as the I-5 Transportation and Trade Partnership Study and Strategic Plan that preceded CRC. The Purpose and Need focuses largely on metrics that do not inherently require substantial, or exclusive, increases in highway capacity. The purpose statement is intentionally worded so as to allow consideration of a wide range of solutions including demand management, transit, highway, tolling, and other options for addressing the stated needs. Following the development of the Purpose and Need statement, analysis of a wide range of alternatives, and input from the public, agencies and stakeholders on those alternatives and analysis, it became clear that that the Purpose and Need could not be met by any single type of improvement. It is best met by a multimodal alternative that improves highway, transit, and bicycle and pedestrian facilities in the I-5 corridor, and adds tolling to the highway river crossing.

P-0504-002

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near

the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

P-0504-003

The LPA includes light rail transit, bicycle and pedestrian improvements and a new highway toll, as well as highway capacity and safety improvements. The induced growth analysis (summarized in the FEIS, Chapter 3 [Section 3.4] and detailed in the Indirect Effects Technical Report) indicates that the likelihood of substantial induced traffic and sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of growth management in the region, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. The analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce GHG compared to the No-Build Alternative (see FEIS Chapter 3 [Section 3.19] and the Energy Technical Report).