

**B-031-001**

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.

**From:** [charles.w.lederer@fritolay.com](mailto:charles.w.lederer@fritolay.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, June 10, 2008 9:21:33 AM  
**Attachments:**

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Home Zip Code: 98686  
 Work Zip Code: 98680

**Person:**

Lives in the project area  
 Works in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- B-031-001**
1. In Support of the following bridge options:  
 Replacement Bridge
  2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland  
 Light Rail between Vancouver and Portland
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

**Contact Information:**

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 Last Name: Lederer  
 Title: Distribution Manager  
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 Address: 4808 NW Fruit Valley Rd  
 Vancouver, WA 98686

## Comments:

- B-031-002** Frito-Lay, Inc. located in Vancouver, WA employs 525 local residents who make, warehouse and distribute snacks throughout the Washington/Oregon region. We support the Replacement I5 Bridge option with three through lanes and three auxillary lanes to address the capacity and safety issues that exist today. It is essential that the Mill Plain and Fourth Plain interchanges allow efficient turning radius for double trailers.
- B-031-003**

**B-031-002**

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.

**B-031-003**

The Columbia River Crossing project would include improvements to the 4th Plain interchange, which would accommodate double-trailers. Improvements to all interchanges in the project area are an opportunity for "truck-friendly" design, including lengthening acceleration and deceleration distances, reducing grades, reducing super-elevation on curves, and horizontal and vertical clearances needed for current and

projected vehicle sizes. Truck-friendly design preserves ramp, mainline, and intersection capacity for general purpose and truck traffic. In addition to improved capacity and operations there is a safety benefit for trucks and general purpose traffic with truck-friendly design.