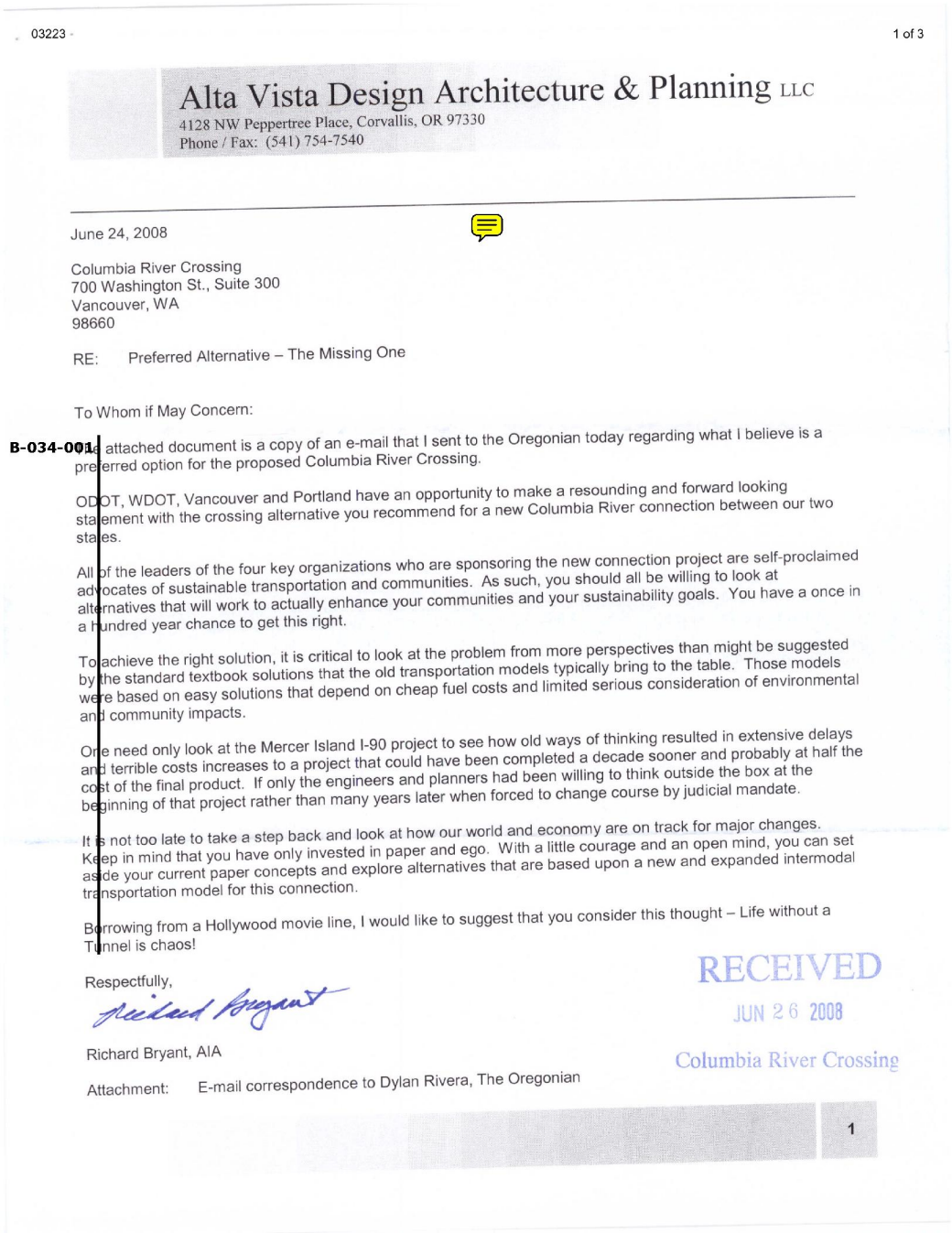

03223

1 of 3

Alta Vista Design Architecture & Planning LLC
4128 NW Peppertree Place, Corvallis, OR 97330
Phone / Fax: (541) 754-7540

June 24, 2008

Columbia River Crossing
700 Washington St., Suite 300
Vancouver, WA
98660

RE: Preferred Alternative – The Missing One

To Whom if May Concern:

B-034-001

The attached document is a copy of an e-mail that I sent to the Oregonian today regarding what I believe is a preferred option for the proposed Columbia River Crossing.

ODOT, WDOT, Vancouver and Portland have an opportunity to make a resounding and forward looking statement with the crossing alternative you recommend for a new Columbia River connection between our two states.

All of the leaders of the four key organizations who are sponsoring the new connection project are self-proclaimed advocates of sustainable transportation and communities. As such, you should all be willing to look at alternatives that will work to actually enhance your communities and your sustainability goals. You have a once in a hundred year chance to get this right.

To achieve the right solution, it is critical to look at the problem from more perspectives than might be suggested by the standard textbook solutions that the old transportation models typically bring to the table. Those models were based on easy solutions that depend on cheap fuel costs and limited serious consideration of environmental and community impacts.

One need only look at the Mercer Island I-90 project to see how old ways of thinking resulted in extensive delays and terrible costs increases to a project that could have been completed a decade sooner and probably at half the cost of the final product. If only the engineers and planners had been willing to think outside the box at the beginning of that project rather than many years later when forced to change course by judicial mandate.

It is not too late to take a step back and look at how our world and economy are on track for major changes. Keep in mind that you have only invested in paper and ego. With a little courage and an open mind, you can set aside your current paper concepts and explore alternatives that are based upon a new and expanded intermodal transportation model for this connection.

Borrowing from a Hollywood movie line, I would like to suggest that you consider this thought – Life without a Tunnel is chaos!

Respectfully,

Richard Bryant

Richard Bryant, AIA

Attachment: E-mail correspondence to Dylan Rivera, The Oregonian

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JUN 26 2008
Columbia River Crossing

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B-034-001

The locally preferred alternative (LPA) is being designed to meet the commitments from its sponsoring agencies to sustainability, and the FEIS comprehensively evaluated how this project will affect the many elements of our environment. This evaluation found many benefits from this project, including a shift in future travel patterns toward reduced vehicle usage in the corridor and greater transit ridership. Please see Chapter 3 of the FEIS for discussion of the variety of ways this project furthers sustainability causes.

03223 Dylan: Page 1 of 2 2 of 3

Richard Bryant

From: Richard Bryant [altavistadesign@comcast.net]
Sent: Tuesday, June 24, 2008 9:44 AM
To: Richard Bryant
Subject: Proposed I-5 Columbia River Bridge

Dylan:

B-034-002 I've been following the replacement bridge proposal proposed by ODOT for the I-5 / Columbia River Crossing.

Unfortunately ODOT is mentally stuck in "Old Think" when it comes to future transportation planning for this vital river crossing and interstate link. All they can think about is a replacement BRIDGE.

Why not think outside the box and seriously consider a TUNNEL under the river? We obviously have the technology!

The crossing distance is far less than the distance between England and France. The Chunnel successfully carries many different vehicle modes. I suspect the technical issues of a tunnel under the Columbia would also be far less difficult than those encountered by the Chunnel, BART, the tunnel-crossing in Norfolk, VA., etc., etc., etc.

B-034-003 The bridge-only discussion also seems to have glossed-over the impact on existing communities that now exist along the current path of I-5. The route through downtown Portland and Vancouver is not currently 12-lanes wide. Since the present freeway width is not 12-lanes, there only seems to be two options.

1. Leave the freeway width the same as now exists and suffer continued traffic bottlenecks - or
2. Widen the freeway to 12 lanes all the way from North Vancouver to Wilsonville and suffer the negative environmental impacts.

B-034-004 Leaving the width as it now exists will eventually create a bottleneck of merging lanes and simply move the problem into some other community.

B-034-005 Likewise – increasing the width of the freeway will add significantly to attacks on the livability of adjacent neighborhoods and heat-sinks of pavement that will impact the micro-climate of the two cities that are most immediately impacted by the proposed bridge solution.

B-034-006 **Suggestion:**
Both communities and DOTs need to take a step back and look at the proposed bridge solutions under the light of our changing environment and oil-based economy.

A tunnel solution needs to be seriously evaluated and include the following out-of-the-box possibilities:

1. Light-rail
2. Space for future high-speed rail
3. Dedicated freight-rail
4. Dedicated truck lanes
5. Dedicated car lanes

Tunnel Advantages:

- Tunnel construction is well understood and technically feasible for this project.
- Allows the existing bridges and freeway lanes to remain fully active and uncompromised during tunnel construction and beyond
- Existing bridges can be replaced in the future if tunnel capacity is reached
- Avoids conflict with river-shipping needs
- Presents less visual blight on the community
- Avoids conflicts with air-traffic flight paths

6/24/2008

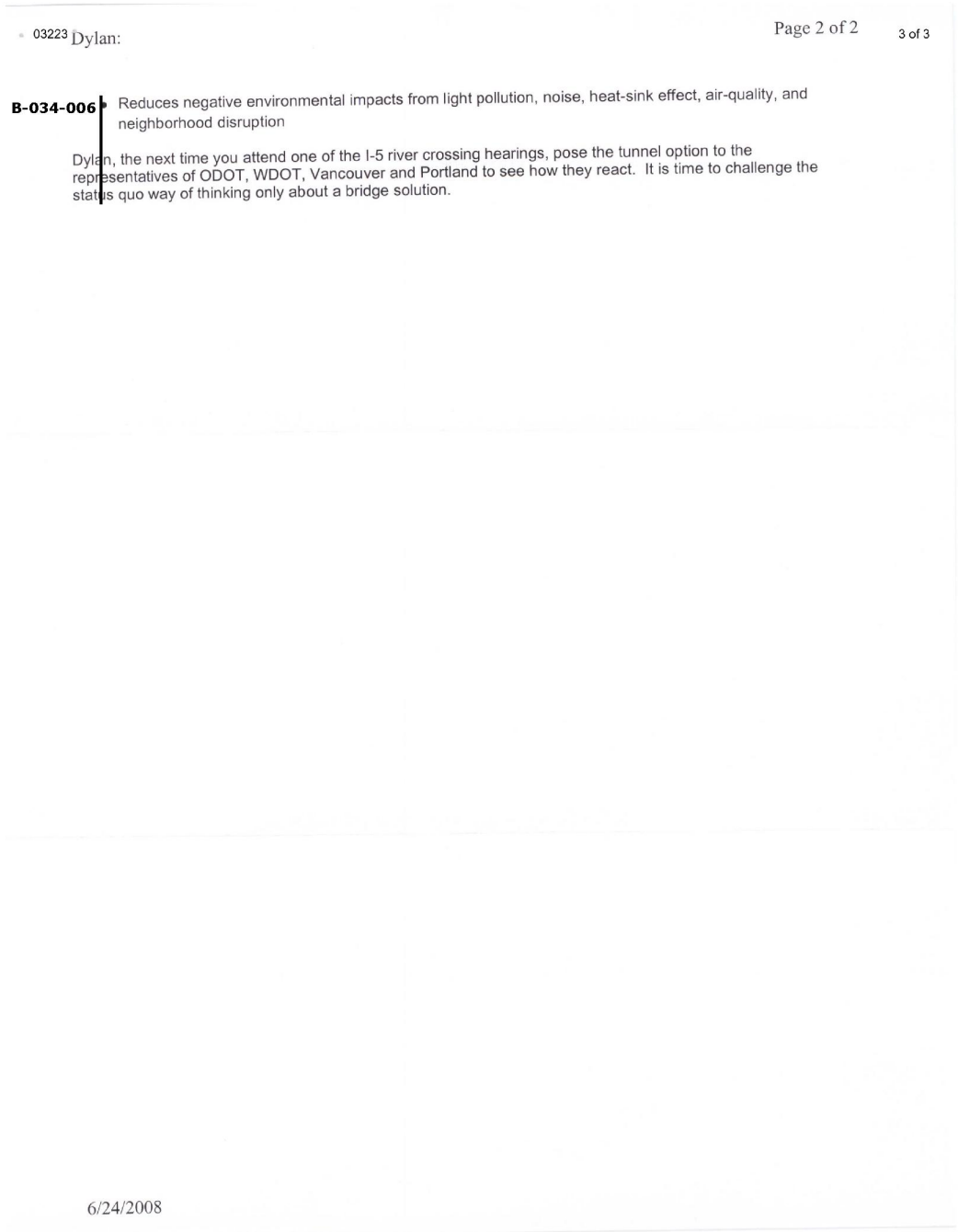
B-034-002

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

B-034-003

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, the CRC project will likely



03223 Dylan:

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B-034-006 Reduces negative environmental impacts from light pollution, noise, heat-sink effect, air-quality, and neighborhood disruption

Dylan, the next time you attend one of the I-5 river crossing hearings, pose the tunnel option to the representatives of ODOT, WDOT, Vancouver and Portland to see how they react. It is time to challenge the status quo way of thinking only about a bridge solution.

6/24/2008

reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

B-034-004

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.

B-034-005

Because the project corridor is already highly urbanized, the additional impervious surface anticipated is very small relative to the adjacent areas. As such, noticeable changes to the micro-climate as a result of the urban heat island effect are not expected. In addition, by reducing congestion on I-5, and improving travel time reliability on the highway, traffic will be less likely to divert onto local streets. Therefore the project is expected to reduce cut-through traffic on neighborhood streets and potentially increase livability in neighborhoods adjacent to the I-5 improvements of CRC.

B-034-006

Please see the response to comment B-034-002.