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 Section: 2.3 Components
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Comment or Question:

P-0858-001 North Portland I-5 and street traffic is already near capacity. If you add a 6-8 lanes of cross river traffic, who will pay to double the highway and road infrastructure throughout north Portland and beyond? Can this even be done considering the space limitations or are you merely wasting many millions of dollars to move the bottle neck to the other side of the river?

P-0858-001

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 LRT, 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).