



From: LanB1952@aol.com
To: [Columbia River Crossing](#)
CC:
Subject: Bridge
Date: Wednesday, June 11, 2008 1:02:24 PM
Attachments:

P-1016-001 The Idea of having, only three lanes in each direction over the the columbia river is a waste of our money and the governments money as well. As a person like myself and others we have had this for many years. I think that this just won't do for the up and comming growth of Vancouver or Portland.I felt that there should be as many as five lanes or better. I also Think that one of your brdges that show a off shoot of a freeway for all of the thru traffic that goes further north. I feel this will be used for all of the commerce of goods that will include big trucks that are commercial and and the little guy who needs to travel thru vancouver.I think this type of bridge will answer most of the traffic issues that face us today.The I-5 bridge could stay the way it is.The most favorable site would be about where the railroad bridge is now.It would address the moving of people I think this will serve to put in a tram type system that would have at least some type of rail system that is already in place, to reduce some of the cost factor. I think there was an illustration in one of the Oregonians papers. A very concerned citizen. Lanny Brenner

P-1016-002

Vote for your city's best dining and nightlife. [City's Best 2008](#).

P-1016-001

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.

P-1016-002

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.