



From: P68WA@aol.com
 To: [Columbia River Crossing](#)
 CC:
 Subject: I-5 River Crossing
 Date: Wednesday, June 11, 2008 3:13:50 PM
 Attachment s:

Hi,

P-1034-001 Please accept my comments regarding the potential for a new I-5 River Crossing.

I have lived in Clark County since 1976, moving here from Beaverton with my family. During this time, I worked principally in the Portland, Beaverton, and Tigard area and lived in the Ridgefield area, we used the only bridge during that time to cross the river - the I-5 Crossing.

P-1034-002 I appreciate all the thoughts, designs and input from everyone thus far. Many of the plans are very extensive and detailed, and some are very costly. Having crossed I-5 for many many years on a daily basis, I often wondered why we had off and on ramps to I-5 immediate before and after the bridge. It seems all this does is jam the highway at the most critical time. I think the goal is to quickly move traffic back and forth between Vancouver and Portland.

It seems to me that two new slew bridges (one in each direction) could be built from Delta Park/ Expo Center to and from Jantzen Beach. This would eliminate the direct exits and on ramps at Jantzen Beach along I-5. This would relieve the congestion on the Oregon side of the bridge. In the future, a smaller bridge could be built from Jantzen Beach to Vancouver. This would be far less costly, and more importantly, the majority of this work could be done without disrupting the existing I-5 traffic.

P-1034-003 On the Washington side, the Northbound I-5 exit to east bound SR-14 should be closed and traffic routed to SR-14 just past the railroad bridge (ie. the Downtown Vancouver Exit). We only should have ONE

P-1034-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-1034-002

The CRC project does not include plans to eliminate the Hayden Island interchange. This measure was considered during earlier phases of the CRC project but was dropped for further consideration because it did not meet the accessibility goals of the project and was not supported by the local jurisdictions.

The preferred design associated with the LPA provides a local multimodal bridge for access between Hayden Island and Martin Luther King Jr. Blvd/Marine Drive. The LPA would allow vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. For more information on project design, see Chapter 2 of the FEIS. Access to NE Martin Luther King Jr Blvd. around the Marine Drive interchange would be afforded by multiple routes with the CRC project. Various operations for making these connections were analyzed and input was received from multiple stakeholders, including the City of Portland, the freight community, and nearby businesses and neighborhoods. A new connection would be built between N Vancouver Way and MLK Blvd east of I-5. Marine Drive west of I-5 would be realigned further south than the existing roadway and built to cross over the freeway and connect directly to MLK Blvd.

P-1034-003

The CRC project includes improvements to the I-5/SR 14 interchange, but does not eliminate the I-5 northbound to SR 14 westbound eliminate. Instead auxiliary lanes would be included in the river crossing that would provide lanes dedicated to drivers exiting at this and other downtown Vancouver exits. Additionally, the geometry of the exit ramp would be improved to allow for a greater sight distance and improved safety.

P-1034-003 exit at this location not two. Of course this would require the NEW pedestrian/ bike bridge from the Fort across SR-14 relocated or eliminated (whoever approved this bridge just wasn't thinking about a new I-5 Bridge).

P-1034-004 Please be careful with the I-5 alignment, we already have paid dearly for the curves in the original I-5 design at Delta Park, which caused numerous accidents.

Thank you.

John Warta

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P-1034-004

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC project's purpose and need. As described in Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- New bridge structures high enough for marine traffic, which eliminates the need for a lift span.
- The addition of safety shoulders for stalled vehicles and incident responders.
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods.
- Longer on-ramps and off-ramps to make it easier for drivers to merge into traffic, and improve connections between interchanges.
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.