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CC:
Subject: DEIS Document Viewer Feedback
Date: Monday, June 23, 2008 1:26:19 PM
Attachments:

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 Section: Summary
 Page: S-19

Comment or Question:

- P-1179-001** | This illustration shows the usage of the space underneath. Good idea. However retaining the old bridges is only setting up for trouble in future and the need to replace them eventually. Better to do it NOW, and establish connections at both ends now, instead of waiting. The sooner the better. :)
- P-1179-002** | Realizing the impact of traffic on I-5 going into/thru Portland, I was going to suggest building the bridges about 1+ mile west and crossing the Columbia where the RR crosses and then cross Hayden Island following high over the RR tracks and paralleling N. Portland Ave, cross Willamette River and St Helen's Hwy turning south about 1/2 mile go straight south through two new tunnels bored through the hill, coming out on the Valley side and wind/find a way to connect to State Fwy #217 at the Sunset #26 Fwy. This would open up traffic flow directly to Beaverton and the Valley and take traffic that now has to go down I-5 and I-405 thru Portland to get to the Valley, and vice-versa for north bound traffic. People and Commerce/Trucking would love this. I picture two tunnels bored wide enough for 3 lanes each and maybe wide enough for light rail lane too.
- P-1179-004** | After reading and looking at the CRC project here online, and seeing the importance of the bridge at this location, I am wondering if, after crossing the Columbia (going south) the Freeway could split-off westward, perhaps in the Columbia Slough- N Columbia Blvd area, and swing over to those RR tracks previously mentioned and then follow the RR tracks (maybe up over the top of the tracks) thru the St Johns area, over the Willamette and thru the hill to #217.

P-1179-001

The Stacked/Transit Highway Bridge (STHB) option, pictures on page S-19, is a part of the replacement bridge option and not a part of the supplemental bridge option.

P-1179-002

See discussion of alternatives screening below.

P-1179-003

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, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need.

Regarding freight, the Vancouver-Portland region is a trade hub, acting as a gateway and distribution center for domestic and international markets. The region has become a trade hub, in large part, because of its direct access to the freeway system, navigable rivers, rail lines, and international air shipping. The region's continued competitiveness as a trade hub is dependent on the ability to efficiently move freight on and between these transportation facilities. Though a westerly alignment could be a convenient, cost-effective route for some freight trips, it cannot replace the role of I-5 as a freight route. For many freight trips, such a route would be out of direction, adding to travel time and shipping costs. Increased shipping costs can have a significant impact on the overall costs of doing business in our region, making us less competitive and threatening our status as a trade hub.

- P-1179-004** | This is a lot to suggest, yet believing in the need, it could be well to contemplate and plan for. Not only will 217 have to be widened, but if it is relabeled as an Interstate, I-605, maybe we could get some Federal funding for it?
- P-1179-005** | Looking to the future with high hopes, Tom

P-1179-004

We appreciate your input and are happy to hear from individuals with creative ideas for the crossing. A very wide range of concepts have been considered. This began as early as the Trade and Transportation Partnership, which formed in 2001. During this process robust public input and technical analysis have been used to narrow the range of alternatives. The sponsoring agencies have come together to agree on the LPA as defined in the FEIS.

One of the most compelling reasons to stay within the existing right of way is that many of the environmental impacts have already occurred in the corridor. To purchase the houses and businesses and build a new highway through a different part of Portland would have unacceptable environmental impacts. The design engineers have worked diligently to keep the LPA within the existing right of way wherever possible.

P-1179-005

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