

**Hines, Maurice**

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**From:** David Madore [David.M@usdigital.com]  
**Sent:** Monday, October 24, 2011 8:40 PM  
**To:** Columbia River Crossing; David Madore  
**Subject:** CRC Light Rail Crossing Project – problem 3

24 Oct, 2011

Re: CRC Light Rail Crossing Project – problem 3

To: [feedback@columbiarivercrossing.org](mailto:feedback@columbiarivercrossing.org)

Unanswered excessive cost issue

**P-062-001**

Please do not approve this project. Here are fundamental reasons why it should be rejected:

The CRC Light Rail project fails to solve the fundamental transportation problems for our region. The most obvious bottleneck of the I-5 corridor lies 2 miles south of the Columbia River at the Rose Quarter where the freeway necks down to 2 lanes in each direction. Congestion at that location is easily verified by showing the traffic flow as displayed by Google Traffic history for the region. If a fundamental goal that the CRC project is to improve traffic flow, improve congestion, and make the I-5 safer in this region, then the CRC project misses the choke point by several miles.

Not only does the project miss the target, with much of the expense and work focusing several miles north of the river, it also fails to improve the actual bottleneck. The plan does not include fixing that most obvious chokepoint. The work north of the river does not include adding lanes and therefore wastes resources on a problem that does not exist north of the river. The problems are south of the river.

The CRC's own documentation shows that after the multi-billion dollar project is complete, the average commuter will save 1 to 2 minutes. The CRC documentation also show that the corridor will still be full and congestion will still be a problem. Instead of actual construction or freeway improvements relieving congestion, the plan calls for reducing congestion by discouraging drivers by charging tolls. This will be an especially frustrating situation for drivers who will be stuck with billions in debt, tolls in place of a freeway, and continued aggravating congestion.

It would be irresponsible to move forward with this project with such glaring red flags.

Please acknowledge receipt of this letter to:

David Madore  
[david.m@usdigital](mailto:david.m@usdigital)  
1400 NE 136 Ave  
Vancouver, WA 98684  
cell: 360-601-3056

**P-062-001**

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.