

Hines, Maurice

From: David Madore [David.M@usdigital.com]
Sent: Monday, October 24, 2011 9:13 PM
To: Columbia River Crossing; David Madore
Subject: CRC Light Rail Crossing Project – problem 4

24 Oct, 2011

Re: CRC Light Rail Crossing Project – problem 4

To: feedback@columbiarivercrossing.org

The NEPA Process was not followed since a 3rd bridge was wrongfully excluded

P-063-001

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 I-5 Corridor has historically included and still includes a much broader region including the I-205 and several miles east and west of the I-5 and I-205 Bridges across the Columbia River.

The region's traffic problems in the I-5 corridor are due in large part to funneling interstate traffic across only two bridges, the I-5 and the I-205. The NEPA process requires practical and appropriate fit for function solutions for the region to be seriously considered. The NEPA process was effectively voided by excluding the most obvious alternatives of constructing a 3rd bridge in the region. The exclusion is so obvious that it ignores the 20 year plans that were already adopted by the transportation authorities. Those plans show a 3rd bridge at NE 192nd Ave, 4 miles east of the Glenn Jackson Bridge and another bridge further west of the I-5 Bridge.

The exclusion of a 3rd and 4th Bridge flies in the face of common practice for cities around the US that typically include one or two freeway rings that route traffic around the heart of cities. Yet the CRC plan does not even allow one ring to bypass the region's heaviest traffic. This is a fundamental flaw and demonstrates the shortsighted and incompetence of the planners for this project.

Not only was a 3rd bridge not properly included in the possible solutions as the NEPA process requires, but the extreme cost of this project essentially eliminates the practical possibility of constructing a 3rd bridge in the future because the CRC project consumes all available resources and adds hopeless debt that will continue to consume all available funds for at least 3 decades to come.

Adding a 3rd Bridge at NE 192nd Ave (192nd Ave Bridge), 4 miles east of the Glenn Jackson Bridge and connecting at I-84 at exit 13 would allow the already congested Glenn Jackson Bridge to be relieved. This would also relieve congestion and improve safe traffic flow along the I-5 in the region due to the new route that drivers can choose as they approach the I-5 / I-205 split southbound on north of Vancouver and northbound south of Portland. As drivers approach those decision points, electronic signs can inform drivers of the approximate times to take each route.

The 192nd Ave Bridge would unload the Glenn Jackson bridge without having to create a new corridor. It simply connects the existing corridors of the I-84 and SR-14. The newly relieved

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Third crossing locations were considered and dropped because they could not meet the purpose and need for the project, as described in Chapter 2 of the FEIS. Please see responses to Mr. Madore's other FEIS comment letters and the response to letter P-077 regarding bypass and new crossing options.

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Glenn Jackson Bridge would naturally attract more drivers as they are informed of the faster I-205 from the I-5.

This most obvious solution would be lower cost and simpler than the CRC project would relieve the I-5 congestion and ensure safer more efficient traffic throughout the region. The NEPA process was not followed when this obviously more practical solution to the region's traffic needs was excluded.

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.com
1400 NE 136 Ave
Vancouver, WA 98684
cell: 360-601-3056