

From: [asterion](#)
To: [Draft EIS Feedback;](#)
CC: [Hammond, Paula;](#)
Subject: Comments for Columbia River Crossing, WSDOT/ODOT
Date: Friday, May 02, 2008 6:49:34 AM
Attachments:

Hello



P-0001-001 Your project and EIS solutions do not address the real problem, the need for a third crossing. This project is doomed to not being able to solve the congestion problem the day it is built.

The EIS and project needs to address a third route to handle the growing demand and be fault tolerant.

P-0001-002 I know that I will not vote or support this project in any way and will contact my legislators to get it modified.

Please be responsible with the public's money and trust.

Concerned Citizen Al.

P-0001-001

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, such as a possible third transportation corridor across the Columbia River, alternative transit modes, and techniques for operating the existing highway system more efficiently. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that alternatives that do not include improvements to the existing I-5 facility generally do not address the seismic vulnerability of the existing I-5 bridges, and due little to relieve traffic congestion on I-5, or the existing safety problems caused by sub-standard design. Traffic modeling showed that even significant investment in improving transit options in the corridor or building a third corridor was not enough to alleviate future traffic demand and existing safety hazards on I-5. It is important to note that transit and river crossing components were not eliminated simply because they could not accommodate future vehicular trips. For example, both light rail and tolling help to decrease vehicular demand. See Chapter 2 (Section 2.5) of the DEIS for more discussion on the screening process used to develop project alternatives.

P-0001-002

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