



From: [Robin Smith](#)
To: dylanrivera@news.oregonian.com
CC: [Draft EIS Feedback](#);
Subject: Bridge
Date: Tuesday, May 27, 2008 8:16:12 AM
Attachments:

- P-0493-001** Are Metro counselors so out of touch with reality that they can't see the need for a new bridge? I think each of them should have to go live either on Hayden island or in Vancouver and do the current commute into the city. While that is not how they choose to live, it is how some do, or how circumstances cause people to live that commute. The live where you work ideal is just that, IDEAL. Naieve, not always possible and an ideal. This is america, not a social engineering project. After the counselors and any one else involved in this decision has spent at least a month living with the reality of mile long traffic lines (with the ensuing pollution cloud loss of economic appportunity for the area), a bridge that still has to be raised for boats, then they might be ready to look at what is truely needed...a new bridge with lots and lots of lanes (let's copy Seattle and the Peace Bridge in Canada and have some of those lanes switch for commuter traffic), a lane for light rail, and area for people to walk and bike over, high enough in the air that sailboats, commercial traffic do not have to add to an already deplorable problem. While we're at it lets add in a high speed ferry to shuttle between Hayden Island and the mainland to connect to the light rail.
- P-0493-002**
- P-0493-003**

Robin Smith

P-0493-001

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

New bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

P-0493-002

Please see response to comment P-0493-001.

Reversible lanes, like those on Interstate 5 in Seattle, require added lanes and barriers compared to regular highways. This increased width could have greater impacts on right of way in downtown Vancouver. Reversible lanes also perform better as part of a larger, regional system; they would not relieve congestion significantly in CRC's five-mile project area.

Regarding bridge lifts, as discussed in Section 3.2 of the DEIS, the project team, in consultation with the Coast Guard, established a vertical minimum of 95 feet clearance, so that new structures could be built without a lift-span.

P-0493-003

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 of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.