

From: [Erik Svendsen](#)

To: [Columbia River Crossing](#)

CC: [Hammond, Paula](#); [Stuart, Steve](#); [Mayor Royce Pollard](#); [tim.leavitt@ci.vancouver.wa.us](#); [Dengerink, Hal](#); [Metcalf, Ginger](#); [Carole Olson](#); [Darin Olson](#);

Subject: Joel Olson Trucking, Inc. supports a replacement bridge for I-5 Columbia River Crossing

Date: Friday, May 30, 2008 10:20:58 AM

Attachments:



To Whom it May Concern:

- B-022-001** I am the Chief Financial Officer for Joel Olson Trucking, Inc. and am writing on behalf of our Company in support of a replacement bridge for the I-5 Columbia River crossing.
- B-022-002** Our Company owns and operates approximately 100 trucks and hauls freight for the building industry, steel industry, and forest products industry. Our Vancouver, Washington location is approximately one mile east of I-5 on 78th street in Hazel Dell. Needless to say, I-5 is vital to running our business and to delivering our customers' freight in an efficient and safe manner. Our Company's trucks and drivers make numerous trips both northbound and southbound across the I-5 bridge daily.
- B-022-003** The current I-5 bridge over the Columbia River creates many problems for our Company and the trucking industry. Bottle-necks caused by the bridge cause numerous delays for many hours during the day and the accident rate within the project area are very high. The levels of traffic near and on the bridge causes great concern to our Company for both our employees well-being and for the safety of those with whom our trucks share the road. Current lanes on the existing bridge are quite narrow compared with highway standards and are cause for additional concern at all times, but especially during times of high traffic levels.

B-022-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. 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.

With 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.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

B-022-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. As you know, contributing to improved freight mobility and economic development are values that have helped shape the project.

B-022-003

As described in Chapter 3 (Section 3.1) of the DEIS, ODOT's Safety Priority Index System (SPIS) ranked two locations within the CRC project area, the Hayden Island Interchange and the North Portland Harbor

B-022-004 The replacement bridge will allow for three through lanes with three auxiliary lanes for better traffic flow on and off the bridge and I-5. The increased number of lanes will help our drivers avoid high-risk situations with car drivers who might cut-off our trucks in an attempt to get ahead of them. This is especially true if there is a perceived lack of lanes or lack of space in which to change lanes to exit the highway. For an 8-axle maxi-truck with a loaded weight of over 100,000 pounds, being cut-off in traffic can be catastrophic to all involved. Even with state-of-the-art equipment and excellent drivers, there is a limit to the evasive maneuvers that a fully-loaded truck can perform. The increased number of lanes with dedicated through lanes will help us provide reliable and safe service to our customers and increase freight mobility in the project area.

B-022-005 Our Company also supports an option that includes high-capacity transit. With HCT available, it is assumed that traffic levels on the bridge will be reduced which will increase freight flow in the project area.

B-022-006 The ease of freight movement in Clark and Multnomah county is vital to continued economic growth and prosperity in the region. The replacement bridge option will ensure that freight can continue to move in a safe and reliable manner.

Thank you,

Erik Svendsen, CPA

Joel Olson Trucking, Inc.

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Bridge, within the top 5% of the highest scored sites or, high crash locations, in the state for 2004 to 2006. Within Washington, five locations along I-5 in the project area have been categorized by WSDOT as high accident locations, as reported in the DEIS.

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC project's purpose and need. As described in Chapter 3 (Section 3.1) of the DEIS and FEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structure high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river.

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped from further consideration because they did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.

B-022-004

Following the selection of the LPA in July of 2008, the CRC Project

Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

B-022-005

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as part of the project's Locally Preferred Alternative (LPA). The provision of light rail, in addition to the introduction of a toll to cross the river, will reduce traffic levels compared to No-Build. This reduction in overall traffic levels and congestion is expected to improve freight mobility through the project area.

B-022-006

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.