



From: janflaharty@windermere.com
To: [Draft EIS Feedback;](#)
CC:
Subject: Bridge
Date: Thursday, June 26, 2008 1:59:47 PM
Attachments:

P-0731-001 Comment on new I-5 bridge;

As a citizen who uses this bridge daily I do not wish to see one penny spent until Oregon addresses the road situation from Jansen Beach through Delta Park.

What possible good can a second bridge do when traffic has no where to go on the Oregon side? The problem is not on the Washington side, it is a Oregon State lack of planning issue. Oregon has the issue with traffic congestion.

P-0731-002 Washington traffic flows well with the exception of afternoons at the 205 exits to Mill Plain.

P-0731-003 NO new bridge at the I-5 location, no tolls, no sale of American bridges to
P-0731-004 foreign nations who charge tolls.

Respectfully,

Jan Flaharty
Registered Voter
Washington State

P-0731-001

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.

P-0731-002

The north bound afternoon commute is less congested than the south

bound commute into Oregon. However, improvements are still necessary at the key interchanges with SR14, Mill Plain, and throughout the bridge influence area.

P-0731-003

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.

P-0731-004

Thank you for your input.