



**From:** [jay\\_hunt@yahoo.com](mailto:jay_hunt@yahoo.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC Submit Comments Page  
**Date:** Tuesday, June 17, 2008 10:56:45 PM  
**Attachments:**

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From: Jay Hunt  
 E-Mail: [jay\\_hunt@yahoo.com](mailto:jay_hunt@yahoo.com)  
 Comment or Question:

- P-1092-001** I would like to first say that the replacement option makes the most sense to me. It would allow the greatest volume of traffic and should include access for lightrail. I have always been dismayed by the only access to Jantzen Beach being the freeway. I very much like the idea of a side route for access to Hayden Island and the shopping there (especially at the Holidays), and would love a MAX stop there.
- P-1092-002** HOWEVER, I am concerned about the impact there may be on I-5 south of Columbia boulevard. Portland has an ugly, ugly legacy dating back to the 1960s after having gouged out wonderful neighborhoods to create this freeway system. I hope other alternatives can be explored.
- P-1092-003** Please look at the Yaquina and Alsea Bay bridges on the Oregon Coast for examples of attractive design (Newport and Waldport, Oregon). They have been rebuilt since their original construction in the early 1900s, but include beautiful 'Art Deco' designs with decorative globe-lighting on either side of the bridges: classic designs that stand the test of time.
- P-1092-004** Finally, since the introduction of lightrail on Interstate Avenue, the avenue has been narrowed to one lane each direction. This has severely impacted the neighborhoods around Interstate Avenue with heavy commuter congestion going north all afternoon and into the evening, and horrible air pollution. Commuters treat this avenue as a freeway itself having little or no regard for side traffic or pedestrians who live there. Side streets such as Maryland Avenue, which would normally be safe places for kids and families have become dangerous as frustrated commuters speed through these neighborhoods to avoid Interstate Avenue.

Thank you.

### **P-1092-001**

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.

### **P-1092-002**

The Oregon Department of Transportation (ODOT) began construction on the I-5 Delta Park widening project in April 2008. Phase I of the project involves widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard.

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. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. It is anticipated there will be future projects aimed at fixing problem areas along I-5.

**P-1092-003**

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving “design excellence that can be embraced by affected communities and users” and providing “a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements.” Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

**P-1092-004**

As described in Chapter 3 of the DEIS (Section 3.1) Portland’s local street operations would improve system-wide relative to no-build conditions. The improved operations on I-5 under the build alternatives

would draw traffic from nearby parallel roadways including Interstate Avenue, Vancouver Avenue, and Martin Luther King Jr. Boulevard back to I-5. Traffic volumes along key east-west local streets between Columbia Boulevard and Going Street would decrease by about five percent relative to no-build conditions, while traffic volumes on key north-south local streets between Greeley Avenue and Martin Luther King Jr. Boulevard would decline by up to 15 percent. The reduction in duration of congestion along northbound I-5 during the afternoon/evening peak period at the river crossing would also reduce congestion on north-south local streets. The increased transit service along Interstate Avenue, and the reductions in cut-through traffic in Portland neighborhoods (due to reduced congestion on I-5), as well as improved air quality, would tend to improve livability in these neighborhoods. Without the improvements to I-5, and resulting congestion reduction, the increased number of light rail trains on Interstate Avenue would increase traffic delays on local east/west and north/south streets in North Portland.

Analysis done for the FEIS, which can be found in FEIS Chapter 3 (Section 3.1) and in the Traffic Technical Report and Transit Technical Report, indicate similar impacts. Through coordination with the City of Portland, FEIS Chapter 3, (Section 3.1) proposes specific measures to mitigate traffic impacts on Interstate Avenue as a result of the CRC project.