



From: [Joe Conrad](#)
To: [Columbia River Crossing](#)
CC:
Subject: Crossing
Date: Saturday, June 21, 2008 9:06:20 AM
Attachments:

P-1157-001

I just read in your newsletter that you "needed our comments". I don't know why. Your group set up the parameters of the project to get a

predetermined result. The alternatives you are choosing from are all very similar. There was an interesting editorial in the Columbian on Friday, June 20, that made more sense than your project.

P-1157-002

Also, a third bridge makes more sense but that was eliminated by your parameters. If one of the two bridges goes down during an earthquake, even with a replacement bridge, we have not alternatives.

P-1157-001

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) and Chapter 2 (Section 2.7) of the FEIS explain 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, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of I-5. 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 2.7) of the FEIS for more discussion on the screening process used to develop project alternatives.

P-1157-002

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.