



From: [Glenn Widener](#)
To: collettec@metro.dst.or.us; [Draft EIS Feedback](#); robert.liberty@oregonmetro.gov;
CC:
Subject: I5 bridge project - thank you for throwing on the brakes
Date: Tuesday, May 27, 2008 8:32:49 AM
Attachments:

P-0716-001 Thank you, Carlotta, Robert, and Carl! I was hoping for someone to stop this freight train!

Last week I was aghast at the newspaper headline which trumpeted "new bridge preferred" based on the bogus survey from a few months ago. It's bogus because all the alternatives presented were within 20-30% of the same price, except for the do-nothing alternative. Who is going to vote for an alternative that costs almost as much and leaves us with a bridge still near end of life? I can't believe that half a bridge costs almost the same to build as a complete teardown and a whole new bridge! Clearly this survey was actually a trumped-up PR project by the bridge boosters designed to generate ammunition for their preferred solution.

Please propose a new survey that includes real alternatives: yours, and a cheaper half-bridge. I'm betting your proposal will win overwhelmingly.

P-0716-002 And by the way, why are we allowing through-trucks to continue to use the crowded I5 corridor when we have a nice, nearly new Glenn Jackson bridge that is better able to handle truck weights, is rarely crowded, and only adds 8 miles to their route? It would be far cheaper to address the lesser traffic problems at the I5/205 S intersection and along 205, which will continue to worsen as the Stafford-Wilsonville growth area expands.

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P-0716-001

The CRC Task Force - composed of 39 leaders from a broad cross section of Washington and Oregon communities – was tasked with advising the CRC project team, including federal sponsors, and providing guidance and recommendations at key decision points over the course of nearly 3 ½ years. Public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups were all represented on the Task Force. The Task Force voted to develop a supplemental bridge alternative, in an attempt to find an alternative to total bridge replacement that would still meet the project's purpose and need but at lower cost and with greater reliance on managing demand with higher tolls and more transit service. The two most promising supplemental alternatives were considered in the DEIS. Based on the detailed analysis that followed, the Task Force recommended, and all project sponsors agreed, that the replacement bridge with light rail was the locally preferred alternative.

P-0716-002

The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for

detailed discussion of how the project increases freight mobility and access along I-5 and in the region.