Columbia River CROSSING

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Environmental Impact Statement
Public and Agency Involvement
Scoping Update

REPORT TO THE CRC TASK FORCE

APPENDICES

November 30, 2005

APPENDIX A

Notice of Intent

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05–19207 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360–753–9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503–587–4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206–220–4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of Transportation (WSDOT) at 360–737–2726 or *echolsa@columbiarivercrossing.org*.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360–737–2726 or *gundersenh@columbiarivercrossing.org*.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at *http://www..columbiarivercrossing.org*.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C–TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I–5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I–5 corridor from the I–5/I–405 interchange in Portland, Oregon in the south to the I–5/I–205 merge in Clark County, Washington in the north.

The existing I–5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I–5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I–5 corridor between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I–5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I–5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I–5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I–5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I–5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I–5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study thse recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I–5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C–TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA–LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancover, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Enterpreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360–737–2726 or *echolsa@columbiarivercrossing.org* at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather Gundersen at *gundersenh@columbiarivercrossing.org*

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05–19230 Filed 9–26–05; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–05–21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A ''Standard for Production, Storage, and Handling of Liquefied Natural Gas.''

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, ''Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q).'' The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal waive probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

APPENDIX B

Summary of Public Comments

1

Web-based Survey 10/22/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Only 2 bridges across Columbia River need to spread traffic out not concentrate on to 1 bridge at downtown Vancouver. Build 3rd bridge near rail road bridge to divise traffic and reduce amount of traffic on I-5. 3rd Bridge would help industrial traffic a lot. Current I-5 cannot handle traffic, building a bigger bridge will only move traffic congestion to another place (i.e.) squeezing a rubber balloon only makes it expand someplace else.

2

Web-based Survey 10/22/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Merging from Vancouver on to I-5 from 5th Street.

3

Web-based Survey 10/22/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

It's unfortunate that we can't central courtesy of drivers-that aside, the problem with bottlenecks (from 5 to 4 to 2 lanes) is a real issue from SR 500 through Delta Park to Lombard Street.

4

Web-based Survey 10/22/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A lot of traffic!

5 Web-based Survey 10/22/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour traffic jams now last from about 6:30 AM-9 AM, 3PM-6:30 PM, that's 6 hours per day--more than the 4 hours I often read about. Some drivers slow down when approaching current bridge. The steel structure above the drivers and the narrow lanes scare some drivers. They slow to 40 mph or so. Thus, other drivers forced to slow in domino effect. This doesn't happen with I-205 bridge. The new bridge must be one that doesn't make the driver notice or feel Ike he/she is crossing a bridge. It should be just like he/she is continuing over the freeway, then motorists won't slow down.

6 Web-based Survey 10/22/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Being stuck in traffic jams. The problem is worse when there is little coordination with ODOT, Tri-Met, and C-TRAN (almost always), where the trasit agencies are not aware of bridge lifts, maintenance work, etc. Until it has already started and/or is going to happen later that day. This causes buses to get backed up for hours. Having to go through Hayden Island to get to Vancouver on the bus (unless someone is using a C-TRAN express route) doesn't help either.

7 Web-based Survey 10/25/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Congestion on the bridge not only at rush hour times. The safety is another issue. I-5 bridge is dangerous with narrow lanes and walkway and bike area.

8 Web-based Survey 10/25/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion on I-5 from I-405 north bound.

9 Web-based Survey 10/25/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The unreasonable delays due to congestion. Too many cars now- especially during am. & p.m rush hours.

10 Web-based Survey 10/25/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I only travel certain times to save my time.

11 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

limited time now I can just go out and drive over the bridge and back without little or no delay. On rare occasions, a bridge lift.

12 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

When driving nroth on I-5 the exit for SR 14 comes up so fast that you don't have time to merge over and exit or slow down enough to handle the curve safely. To access the restaurants you must exit on SR 14 & drive 1/2 mile, exit onto the frontage road and go back towards the bridge for 1/2 mile. There should be an exit that leads directly to the frontage road without getting onto SR 14. Many people use I-5 to access Jantzen Beach or downtown Vanouver and although they are only on the road for a short time, the influx overwhealms that area.

13 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Waiting for the draw bridge

14 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of access to Jantzen beach except by freeway.

15 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That there are so many single occupance vehicle commuters clogging the roads and creating a significant public health hazard for people living in adjacent areas.

16 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

When on a bicycle the approach is difficult, noisy and very well-hidden. When on a bus, we often get stuck in traffic. In a car, its often slow-moving and usually scary. And the interchanges are close together and othen sneel up on you.

17 Web-based Survey 10/27/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The traffic jams, not only on the bridge, but also often through a good share of Portland. We definitely need more bridge capicty, but we also need more freeway capacity on the OR side. Oregon needs to raise their gas tax to provide the money for this. Oregon's gas tax is lower than in Washington and Idanho's and it really shows on the roads. Washtington has recently raised our gas tax and new projects are being done all around Vancouver. Very little is being done in Oregon. No doubt becaus ethe lack of funds.

18 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Delta Park bottleneck

19 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have the reverse commute so am not involved in the heavy traffic going the other way but I do see the traffic getting heavier going my directions so am concerned that without a new bigger bridge that I may someday be waiting in a slow moving "parking lot."

20 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Two-lane bottlenecks on both sides of the bridge. Please note: I remind everyone that no matter what happens on I-5, I-205 will be affected. Please allow uses of that bridge to respond.

21 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

it's narrow and dangerous during high volume times. on off ramps seem short.

22 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic Congestion

23 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Primary concern is the whole I-5 corridor. I-5 is plugged up all the way through Portland. Why are we not looking at a new corridor to relieve congestion. Is this the only choice we have for the next 20 years?

24 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It takes getting on the interstate, I-5, to cross the Columbia River. There needs to be a local traffic option like the bridges that span the Willamette River such as the St. Johns bridge or the Hawthorne bridge or the like.

25 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion during rush hours . SR500, 4th Plain, Mill Plain on ramps all contained in about 1 mile of each other create a massive amount of un-metered traffic during a short amount of time. Add to that the SR14 on-ramp and you have too much traffic entering I-5 in a very short span of freeway. Then take into account the Jantzen Beach off ramp immediately at the other end of the Southbound Span causing more slowing and lane changes. Not to mention the bottleneck at Delta Park that causes the agressive motorists to immediately move to the right lane at Jantzen beach to pass the congestion in the 2 left lanes leading up to the point where the right lane ends. Northbound, the SR14 off ramp and it's severe turn arc cause more slowing due to lane changes on the bridge to get to the right lane and then slowing to negotiate the turn. I-5 only having 3 lanes both ways isn't sufficient to handle the volume of vehicles. More capacity, in a different area is needed. An additional bridge, not a replacement is needed to give yet another option for commuters, truck traffic, and mass transit.

26 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The traffic- amount of time it takes to get between Portland and Vancouver

27 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Commute Congestion, having a draw bridge on a major interstate.

28 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It doesn't have enought capacity for current and future traffic needs

29 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I actually don't use the bridge much, but I live in the I-5 corridor between the Fremont bridge & the study area, and I experience the congestion from the river crossing on a daily basis. I am frustrated that the initial mass transit project that was approved by Oregon voters years ago was not approved in Clark County, and I feel that much of this congestion (people alone in their cars, commuting) , could have been alleviated by planning for mass transit. At one point I worked at an afterschool program at a Vancouver high school & had to be on the road no later than 4 p.m. or I would miss the class altogether. That was seven years ago. This project needs to be on the FRONT burner.

30 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of light-rail, and traffic bottleneck.

31 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge traffic effects the rest of the county traffic. SR14, SR500, and often the Padden Expressway are unavailable due to traffic waiting at the bridge bottleneck. This leaves few options to get into East Clark County in a timely manner.

32 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

It seems to me that all too often when crossing the bridge there are many motorists that hit the breaks really fast causing accidents. It seems that they are looking away and then notice that cars are slowing down in front of them and they slam on the brakes. Often just getting through the bridge safely feels like an accomplishment.

33 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Unpredictable congestion levels in the bridge influence area.

34 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It causes traffic back-ups.

35 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of quality bike routes and no rail transit connection between Portland Expo Center and Vancouver.

36 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That we do not have adequate public transportation for those needing to commute from OR to WA each day. That would decrease the need for cars and decrease the high traffic flow.

37 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

once across, it narrows and makes a mess. Ore. side, not good.

38 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Have to get up at 3:30 A.M. to go into work ahead of the traffic. Otherwise, it's a snarl of stopped traffic, aggressive drivers, and fender bender accidents. There is no beating the traffic in the afternoon. Once the HOV lane goes into effect, the traffic stops in the other two lanes, and often the HOV lane is empty. A trip that takes 18 minutes before the rush-hour traffic in the morning takes 45 minutes to 2Â½ hours in the afternoon. Some days my speedometer never exceeds zero miles per hour from the Marquam Bridge to the Interstate Bridge. Once across the bridge, the traffic just moves. The problem is on the Oregon side. The constant sitting in traffic has taken three miles per gallon off my previous average on a tank of gas. Sitting in traffic wastes gas and pollutes the air with burned fuel with no miles travelled to show for it.

39 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The sharp corner at on the Washington side heading south on to the bridge in to Oregon. The Constant Traffic.

40 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion at certain times

41 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have two concerns. On a personal level, I limit my trips to Vancouver because it takes too long to make the trip. Furthermore, I simply will not go to Vancouver in the late afternoon because of congestion. But the more serious concern is what this congestion does to our economy and quality of life. Trucks and personal autos are sitting in traffic far too long. This increases business costs, which are passed on to all of us. Commuters are sitting in traffic when they could be home with their families. Congestion impacts their quality of life. We need to make highway investments to move this traffic more quickly.

42 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

inadequate pedestrian and bicycle lanes

43 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

cars,moving from one lane to another/on ramps

44 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

time delays

45 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

too much traffic

46 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Time spent in traffic

47 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of light rail on the Washington side of the river.

48 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I-5 south of the bridge is totally inadequate to handle auto and truck taaffic, both north and south bound. Additional lanes MUST be added to I-5 both north and south bound south of the I-5 bridge. We must add bridge lanes for vehicle traffic, not light rail or some other fairy tale system. Stop spending millions of dollars for PR and studies. Build traffic lanes. Stop wasting money on light rail. Build traffic lanes.

49 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic, and the bridge itself looks cheap for a major bridge crossing the beautiful columbia river. A bridge connecting both our states should have five lanes on both sides and space for max and the bridge should be impressive so that it would also draw people to the region and more dollars to the local economy. besides that it would make vancouver and the columbia river look more attractive. p.s. would even be willing to pay a toll, if the bridge was impressive

50 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Ridiculous number of accidents that seem to happen on the bridge. Not knowing about bridge traffic problems if trying to go south from westbound SR 14 (need a reader board) .

51 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

On the Oregon side going southbound, you lose a lane which bottlenecks everything and jams traffic all the way back into Vancouver. This is one obvious problem that needs to be addressed. Another engineering fiasco in this area is having entrance ramps, then exit ramps. This causes dangerous merging to have to be done in a very small amount of space. Everywhere in the country that I've ever been, it's always first the exit ramp, then the entrance ramp. Traffic never has to cross against each other that way. Pretty simple to me!

52 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

I'm concerned about safety in the corridor. The interchanges are too close together and many of the ramps have acceleration or deceleration lengths that are too short to merge or exit from the freeway safely. In particular, I've seen many crashes occur at the Hayden Island interchange and the SR-14 interchange. The ramps at the SR-14 interchange in particular need to be fixed ASAP since they are clearly substandard which makes them unsafe.

53 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There are not enough lanes to handle the traffic. Because of the upslope of the bridge, traffic also naturally slows down as it crosses over the bridge, futher affecting traffic speed.

54 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The heavy traffic. I think that Oregon could help us out though. The road bottlenecks at Delta Park because it merges into 2 lanes. This is just stupid and causes a lot of delays.

55 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Often the traffic is stop & go and takes a very long time to get anywhere.

56 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic flow

57 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

-too many people on the road -bad driving habits (people don't MERGE properly)

58 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic back up is the main problem. I work in downtown Vancouver (Broaday and 6th St.) and when the bridge traffic is backed up in the morning, I am totally unable to access the parking lot to my building without waiting endlessly for someone to either let me in the line of traffic waiting to get on the freeway (turning left from Broadway onto 6th Street) or traffic blocks the intersection at Columbian Street and 6th, which prevents me from getting to my parking lot on 5th Street (City of Vancouver Lot #5) So even though I don't commute over the bridge, I am directly and frustratingly impacted by back up that results from the commute. My husband drives across the bridge to ride the max rail at the expo center into downtown Portland. We both agree that a larger bridge (possibly multiple tiers such as the Fremont?) AND including an extension of the max line to Vancouver is essential for the future traffic management of the area. Vancouver will always have a large number of residents commuting to Portland. As supporters of mass transit, we frequently use the max rail when going into Portland, but must cross the bridge to access it. If max rail was run into downtown Vancouver, it would be helpful not only to the traffic congestion, but the environment as well. Incidentally, we recently voted to support the local C-Tran measure in Washington, and would vote to support increases in taxation, where necessary, to help fund a max rail and bridge improvement project. I have no trouble paying a bit more if it means I will not have to hassle with traffic in the morning!!! By way of background, we come from Northern California, where growth 10-15 years ago was very similar to that which is being seen here in both Clark County and Portland Metro. The area we left made no accommodations for increased traffic, and only recently widened a major highway commuter route (we lived 1 hour north of San Francisco, where many people commuted into the Bay Area from our city) . I would be very disappointed if the same lackadasical attitude toward traffic resolution were adopted here as existed back in California. For years (we are talking close to 20 years or so) there were discussions about improvements, voters voting on measure for improvements and endless task forces and committees who did NOTHING but talk about the problems. Meanwhile, the problems got worse and worse and I am told by friends still living there, the traffic problems are worse than ever. The reality is that you must plan not just for today's traffic flow, but 25-45 years from now. AND WE NEED TO GET A SOLUTION IMPLEMENTED AS QUICKLY AS POSSIBLE. This problem is not going anywhere and the longer we wait to do something about it, the bigger the price tag and the harder a sell it will be to voters who will undoubtedly have to help pay for it. It isn't going to get any cheaper to build a bridge or max line in ten years than it is today. Bottom line, I think a multi-deck bridge on I-5 AND max rail is the most plausible solution. In addition, it may be worth considering widening 205 bridge. Thanks!

59 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It isoftenbackedup,and traffic slows considerably on it and in the areas just before it.

60 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The merge from Jantzen Beach to I-5 North. The sudden slowdown as you climb the bridge on I-5 North. I guess northbound just blows.

61 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the HOV lanes do not cross the bridge

62 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The pollution that it causes, and the high number of single passenger drivers.

63 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As a bicyclist the pathway in which to ride is extremely narrow especially on the east side. It is also very close to traffic with very little protection from the cars, trucks and buses.

64 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is always clogged up especially the closer you get to vancouver. Then as soon as you cross over the bridge traffic starts moving. The freeway system was not well designed for how much traffic uses it everyday. Then you have the carpool lane that slows down traffic when at peak hours. We need to be able to use all lanes especially between three and six.

65 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Backup to get to Jantzen Beach from Delta Park and backup from Delta Park to Vancouver. I live on Marine Drive at exit 307 but FREQUENTLY need to get to Jantzen Beach exit or City Center Vancouver and it can be an impossible wait. Almost an hour at times to go a couple of miles. We would consider living on Hayden Island (own a floating home) with better access to Hayden Island.

66 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion

67 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It does not offer balanced capacity for modes other than automobiles. It should have better capacity for bicycles, pedestrians, and rail.

68 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

If you want to cross northbound after 1:30 p.m until 7:00 p.m. it is a huge headache. It would seem that commuters who had an alternative way to travel to and from for work purposes across I-5 (like the MAX) in combination with limited widening could resolve some congestion issues from a long term stand point.

69 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

While the bridge is part of the problem, the main problem is Delta Park. Make sure you Widen Delta park with this project and I will be happy.

70 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing	x	Process
x	Natural Resources	x	Specific Alternatives	x	Other
x	Economy and Freight		Safety and Seismicity		No Comment

This is what I wrote in the survey: Growth is being encouraged in Vancouver and Portland as a way to make the rich and powerful more rich and powerful, with no regard whatsoever for the limited resources of the region and no regard for the health, prosperity and safety of people and future generations, or for the planet in general. People are actively encouraged by government policy to build toxic-box houses in the Vancouver area, on vital farmland, and then commute into the Portland area. Then they vote against light-rail. Your agency is approaching the public with a highly biased pro-corporate agenda by stating that I-5 is the lifeblood of our economy. Nothing could be further from the truth! The region's natural resources--clean air, water, preserved arable land, forests, our plant and animal species--are our lifeblood! Without these we can have no economy. Economic growth is non-sustainable. It is always dependent on more population and consumption growth. But these are the two factors that are killing our planet. Widening the I-5 bridge and creating more access for the automobile and freight will allow more products to be shipped from overseas and distributed here and it will make it easier for more people to move here. But the freeway will become congested soon again, just as it is becoming on US 26 after its recent absurd, huge widenings. When does it stop? Does anyone in the big-business arena and government care? How about adding a third, fourth, eighth, twentieth new bridge across the Columbia? How about a twenty lane freeway going through North Portland? This is how accommodating growth is completely unsustainable and absurd. And it does nothing to make residents more prosperous. Rather it makes us bigger consumers and bigger overpopulators, while increasing poverty, homelessness, and incarcerations. If this agency is serious about ending congestion on the freeway, it will work to reduce automobile traffic in the region altogether. How? By first of all not accommodating the corporate hunger to increase the flow of products into the region. Second, by not accommodating the corporate and new-construction industry's insatiable hunger to profit from the constant paving over of our local farm and forest lands and other reductions of our natural resources. Third, it will help us localize and reduce the scales of our industries and economies. We end our addictions to fossil fuels and global trade by growing, manufacturing, distributing, and retailing the products we need for our survival, comfort and pleasure in this order of priority: first primarily in our walkable neighborhoods, then the city, then the region, then country, and last globally, importing only those products that cannot be grown and manufactured locally. Simultaneously, we stop giving huge subsidies to large and non-local corporations and to new development on open land (which in Oregon total, conservatively, 1.2 billion dollars annually) , and we allow small, locally owned, neighborhood based producers, distributors, and retailers to flourished on a level playing field in their place. Just because people want to keep moving to this region--thanks to the heavy, persistent taxpayer-financed marketing campaigns that were started in the late 1980s and which continue operating in high gear today--does not mean that we have an obligation to make taxpayers keep footing the bill to make room for them. If we want to live sustainably here, as our government agencies state we should do, then we need to encourage ourselves and others to reduce our population and consumption, not increase it. Otherwise, we are merely talking about it while we display no concern whatsoever for the health, welfare, and livability of the people who have to live near the freeways, be subjected to its horrific noise, and breathe in its toxic emissions. I make these statements with the hope that someone might listen, hear and act on them, but I don't have much hope in this agency will, because the coalition working on this issue is heavily weighted toward the corporate interests, which dishonestly state that they are merely interested in making our local economy healthy. The only hope we have for preventing and reducing traffic congestion on I-5 and elsewhere in the Portland region is for the people to wake up and realize the bad bill of goods that the corporate-backed government agencies are selling us, and to just say no.

71 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I avoid going to Vancouver because the traffic is usually so terrible.

72 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My biggest frustration is that heading both N and S the HOV lanes seem to end at or near the bridge. I am also extremely frustrated that MAX line doesn't extend over bridge to Vancouver area...why wouldn't they capitalize on mass transit that is so close to their city and extend the line? This may be the result of Wa state residents unwillingness to pay for the congestion problem that is significantly caused by the same Vancouver to Portland commuters. They don't pay similar income taxes and they certainly use our sales tax free state to make purchases why can't they at least pay for a transit system that would benefit their commuters? To top the whole thing off our schools suck...why do I live in Multnomah County? I ask myself that question almost everyday and the first opportunity I have to move I will.

73 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic jams. Perhaps another route, the "west arterial" would help.

74 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The congestion during rush hour adds so much time to the trip that I avoid going across that bridge at that time if at all possible.

75 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bottleneck in traffic created when trying to get on the bridge.

76 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Merging onto I-5 going south from SR14. It is a blind and fast merge.

77 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1) The congestion is retarding Vancouver's growth. If traffic moves faster, Vancouver and Washington will be more open to commerce from Oregon. 2) I can't figure out why the bridge slows traffic. It's 3 lanes on both sides. Traffic should travel through there at the same rate, but it does not.

78 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic in during peak hours. The solution is not adding more lanes: http://www.uctc.net/access/22/Access%2022%20-%2004%20-%20Induced%20Travel%20Studies.pdf The benefit comes from a comprehensive system level understanding of the problem. This requires different levels of investment. Both monetary, and community.

79 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is frequently backed up in one or both directions, which, in turn, backs up other roads leading to it.

80 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

During rush hour or anytime on Friday I am guaranteed to hit traffic. I usually try to avoid the I-5 bridge if I'm in a hurry and I have a choice because of the possbility of the bridge being up for a ship to pass.

81 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

unpredictable traffic and congestion due to Hwy14 onramp and Jantzen Beach off ramp

82 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

My primary concern with the current bridge is traffic, pollution, and accidents.

83 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Other drivers cutting people off as they merge to exit #308 from the 5 North. The merge ramp from Marine Drive to the 5 North. Limited visability and drivers not allowing a safe merge by speeding at that particular point to get onto the freeway faster. I have almost been hit twice at this specific location in the last six months. (I have been driving for 30 years with a clean record!)

84 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Unsafe due to on-ramps, mostly.

85 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Accidents and car stalls on bridge are not immediately cleared by WSP nor OSP, thus traffic backs up to Hazel Dell and stays congested until mid-morning. It's beyond me why they put the cones out and block traffic for a stalled car and/or minor traffic accidents. These vehicles should be immediately towed from the area and the owner fined $500 for blocking a main interstate highway during rush hour. Otherwise, traffic across the bridge is conjested and slow, but not to bad.

86 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Too noisy when bicycling across it. (I usually take the bus to Vancouver and bicycle back.)

87 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

waiting in traffic

88 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

conjestion, there should be reversable express lanes from south portland to I-205 to act as conjestion relif and as a bypass of rush hour traffic

89 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Too many cars & not enough lanes. We need another option for west vancouver. I-205 does not help if you work in downtown Portland as you then have to fight I-84.

90 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It often dictates what times of day I can travel to Portland. No easy alternative to driving.

91 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion

92 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail is not available. Too many individuals all driving a vehicle. One person per automobile

93 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Delta Park bottle neck, and the poor access to and from Hayden Island

94 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Commuters to OR living in WA clogging up the road routinely

95 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The loss of the car pool lane, The merge from downtown Vancouver and the Delta park bottleneck. Nothing new, people have problems whenever there is a merge. Everyone has to get to work in a hurry and no one leaves enough room between vehicles. I wish there was a way of addressing these issues.

96 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Narrow lanes - congestion - speeding travelers - possiblity of bridge lift and having to sit for long periods of time.

97 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour, AM & PM

98 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Congestion created by an problem on or near the interstate bridge is frustrating. If there is an accident or emergency between the interstate bridage and the Freemont bridge, the traffic along the I-5 is unbearable, especially as the lanes disappear into a bottle neck on the Oregon side of the bridge between the interstate bridge and the 405/Freemont bridge as you head south. The lanes come back eventually, but the bottle neck strangles traffic in that region that affects traffic all the way back in to Vancouver. The same frustration applies heading north if there is an accidnet of an emergency in the same strip between the two bridges.

99 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

narrow

100 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Trying to avoid the traffic jam times of day

101 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Gridlock Accidents not being cleaned up quickly Folks driving too fast and causing accidents Folks tailgating and causing accidents Folks talking on cell phones, not paying attention to the road and causing accidents Car pool lanes on the OREGON SIDE...from Beaverton it takes me 1.5 hours to get to Vancouver! Average time is still an hour.

102 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety and amount of traffic.

103 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge lifts that affect rush hour traffic.

104 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic jams caused by accidents, weather or commuters.

105 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bottle neck from sr14 sb to Lumbard. Lack of three through traffic lanes. No ramp meter at sr14 sb (or lack of inforcment there of)

106 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the stop stop traffic in the morning coming from Washington into Oregon and the STop STop traffic in the afternoon from Oregon to washington. The best thing that has happened in the past few months was removing the worthless HOV lane on the Washington side. I think the on ramp from the Camas freeway on the Washington south bound side should be closed off and the Janzen Beach on ramp on the Oregon side North bound should be closed. These are two major problems aside from groping to 2 lanes just after the delta park interstate off ramp going south on I 5. The max line needs to be run on across the river extend the yellow line into Washington.

107 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Slow down of traffic as it crosses the bridge, Too many big trucks at rush hour, ODOT's Delta Park Debacle - two lane constriction, No signs to tell drivers to divert to 205 because of backups, Too many on-ramps in close proxcimity, No light rail into Vancouver, 7) no vehicle bridge between Portland & Vancouver Port areas - NEED A THIRD BRIDGE.

108 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

huge line almost each morning on I-5 to enter the bridge from Vancouver, traffic, delays, too narrow bridge. traveling back in the evening a little bit easier on a bridge itself, from 3 Pm until 6:30-7 Pm, but total disaster before the bridge on I-5 from Lloyd Center area to Jansen Beach. Takes at least 2 hours to come back to Vancouver from work. I stay in Portland at least until 7 PM or go around and use 205. I think that not only bridge is a problem, but also narrow parts of I-5 next to Lloyd center area, Killingsworth to Vancouver. Delta Park and Lloyd Center area going South from Vancouver.

109 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Mainly that, other than rush hours when I always avoid it, traffic flow is erratic. It can be backed up at anytime depending on the raising of the bridge or seemingly random back ups. The Jantzen Beach merger lane heading north is almost always problematic.

110 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

It's not earthquake-proof

111 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic jams and can't even get to Jantzen Beach from North Portland

112 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There aren't enough lanes to handle the traffic volume. There are no shoulders for emergencies. There is no carpool lane on the bridge itself.

113 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Certain times of day it adds twice as much time to your commute.

114 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion is horrible and riding a bike across the bridge is a little scary, along with suffocating from the car fumes.

115 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The Bicycle Lanes are very narrow and difficult to access. Also, there are no shoulder on the side of the bridge which creates long backups due to accidents, stalled cars, etc.

116 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is completeley bottle necked. Not enough lanes for all of the traffic to move through smoothly, not enough merging space for on and off ramps, and the lack of shoulders is frustrating. If you break down there is no where for you to go. Too many places where the number of lanes varies, four to three to two to three.

117 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

All the cars clogging the road going Sourth towards Interstate Bridge and in particular trying to get onto the exit ramp by bus to the Interstate Bridge from the 7th Street Vancouver Bus Transit Mall, in the morning. Would like to see a lane expressly for the purpose of the bus having priority to exit. This is an excellent incentive for people to get out of their cars and onto public transportation, knowing they can cut 20 minutes off of their morning commute each day.

118 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic always seems to be backed up on and before the bridge. I wish that the MAX line went over the bridge instead of stopping just before it. I think that it would help the traffic (especially rush hour) a lot if there was a comuter train going overt he bridge.

119 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The enter/exit of the delta park shoping area. The traffic moving across the bridge with the intake of tarffic from workers along Marine Drive is full as it is. Add all the shoppers from Jantzen Beach coming add going at its a bottle neck. The access to and from the shopping area should be placed back from the brigde in an area where traffic is not merging and compacting for the bridge crossing. Simply to much stuff in one area. P.S. Get the MAX line across the river!

120 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of Mass Transit for Commuters.

121 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion

122 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the bridge does not have the capacity to serve our current & future needs (enough lanes for vehicles and integrated lightrail tracks) .

123 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The delays. Unpredictability concerning bridge lifts.

124 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I work at Memorial Urgency Care in Vancouver. We frequently have people come in to be evaluated following accidents on the bridge or within a 1/2 mile on either side of it - they are usually multi-vehicle accidents. I myself was in a fender-bender during a traffic jam (which is the only state that exists as you near the Interstate Bridge).

125 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Stop and go, bumper to bumper traffic. Lots of wasted time. It's especially bad in the summer when diesel exhaust from trucks and gasoline exhaust from older motor vehicles enter my car when the windows are rolled down (I don't have AC). 2. When crossing on a bicycle, I feel uneasy riding through the pathways in Jantzen beach. Some of the pathways are sunken and not always visible from the roads. A lot of homeless people camp in these areas. When it's raining, I've encountered homeless people camped in the tunnel under I-5. I've never had any problems, but I don't feel safe either.

126 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Usually I avoid the rush hour traffic. The logistics of having a max line seem to me to be to high a cost.

127 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No matter what time of day I cross going north, the traffic is stop and go. There is frequently stalled vehicles and because of the lack of a shoulder, traffic becomes blocked for hours with no alternate route.

128 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

When travelling home on I-5 Northbound, I am frustrated by the bottleneck in the Delta Park area that goes away as soon as I cross the bridge.

129 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Very little, as I commute in the opposite direction of the noraml flow.

130 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There needs to be additional bridges built across the Columbia. One between rapidly growing East Clark County/Camas/Washougal and Troutdale, another between the two current bridges, and one west of I-5 to connect with Hwy 30 and Rivergate. Jason Gately, Land Use Planner

131 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The increasing length of the major conjestion time in the morning and evening and the impact on travel between Washington and Oregon.

132 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bottleneck and slowness.

133 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion in the zone of influence from I-405 north to the bridge

134 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic jams caused by insufficient capacity to move traffic accross the bridge.

135 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

You never know when it is going to be backed up. Living in N. Portland I like ot shop at Jantzen Beach, but the Interstate Bridge backup makes going there difficult too.

136 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Truck traffic

137 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The vehicle capacity of the crossing is insufficient, the on/off ramps on both sides are too close to the brdige, OR's delta park decreases to two southbound lanes. All of this causes uneeded delays. Every business should understand that time is money, and time wasted on unproductive things is time not spend generating revenue. Less revenue equals less taxes, equals less infrastructure.

138 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic congestion and danger

139 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I live on a floating home next to the Hayden Island bridge

140 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

too many trucks

141 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I use I-5 to get to work in Vancouver. The backup over the I-5 bridge in the morning with commuters going to Portland is frustrating. I strongly believe that we need a transit bridge for MAX to go into Vancouver. Also, could we get another bridge to connect Vancouver and Portland?

142 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour traffic seems to have started earlier over the last several years and lasts longer. There are not attractive transportation alternatives to driving. The buses often face the same traffic congestion and have very limited run times.

143 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We travel across the bridge several times everyday for work and school. The morning conjestion was bearable when there was a carpool lane. Now that the carpool lane is gone it takes us up to 1/2 hour to get from SR 500 to north Portland.

144 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1) Frustration with congestion during commute hours; difficulty accessing the bridge from SR 14 to I-5. 2) Concern that construction will increase my commute significantly. 3) I am strenuously opposed to making the I-5 bridge a toll bridge!

145 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is always bumper to bumper. you need to have 2 more lanes going each way, or just 2 more lanes period and use them going toward portland in the morning and toward vancouver in the evening hours.

146 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Poor design of on and off ramps onto I-5. On ramps that are too short leads to automobiles slowing down or coming to a complete stop if they feel they cannot safely merge into bridge traffic. This backs up cars behind them, causing cars behind to also be going too slow to effectively merge, and compounding the problem.

147 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

south bound i5 b4 the bridge sr14 merges and there is no room for them to gather speed with the other traffic, that is the primary reason there is stop and go traffic in the morning. north bound I5 in the afternoon the last onramps have no room to murge and everybody has to stop for them. If there were signs saying unlawlul to be in the right lane from columbia blvd, unless murging or exiting, and get rid of the bloody carpool lane. Truck cant use it anyway, it is unfair to us that we cant use it even if we hav a passenger. we get paid by the mile and we need to use that road every day while u let 2 person car pools pass everyone on the left in stop and go traffic. that timem of the day is when i make the least of my money

148 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The close proximity of the on-ramps at Marine Dr, Haydon Island and Vancouver (Washington?) and the southbound through lanes going from 3 to 2 lanes just south of Delta Park. These are the greater congestion generators. The bridge is fine except the bird droppings.

149 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Northbound traffic back up in afternoons. No MAX to Vancouver (too bad Clark county voters were too ignorant and passed on the sweet Federal matching dollars!)

150 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not enough lanes. Both North and South need more lanes.

151 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I have no problems using the I-5 bridge.

152 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The merging traffic into Northbound lanes from Jantzen Beach right at the start of the bridge with no shoulder.

153 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion

154 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion after 2:30PM

155 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There is too much traffic during the morning and evening rush hours. Plus, accidents put serious delays in reaching destinations.

156 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Cars, truck and buses share the same narrow road width with no shoulders. This interstate crossing should be more multi-modal. Dedicated light rail and bus lanes

157 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion.

158 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

None

159 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion. When the HOV lane ends its a bottleneck and then add merging traffic from Jazten beach to boot. Going Southbound when traffic goes from three lanes to two is insane! Never mind that it always seems like there is a bridge lift at the most inconvient times.

160 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

long wait times and traffic safety. This bridge has an over 3 hours of conjestion in the morning hours of 6 to 9 then gets conjested at noon. Finally, at at 4 to 6 the comute is unbearable.

161 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Gridlock

162 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No lightrail!!!! We must have MAX connect Portland and Vancouver. No bicycle access. Bottlenecks leading to the bridge, Northbound on the Oregon side.

163 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No easy mass transit from Vancouver to Portland, ie MAX or something that won't be affected by rush hour.

164 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

When the bridge is raised traffic suffers for a long period of time.

165 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion is the primary frustration. Impact to adjacent homes is my primary concern for any solution.

166 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

no matter the day or time there always seems to be traffic - many single drivers use the carpool lane which is fruistrating when I am sitting stuck in traffic

167 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I don't want my trips to hang up because of delays at bridge. Why don't you include the I-205 bridge in this project. Are you considering ways of getting MAX across the river?

168 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic delays

169 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

North bound Jantzen Beach on ramp plugs things up worse than any other onramp north bound. Get a fender bender there and everything stops south of it. No shoulders to use for pulling over or break downs. No light rail !!!!!!! Bike lanes getting to the bridge on the Oregon side are poor.

170 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

* It's too narrow so everybody slows down. * There are no break-down lanes, so a minor incident affects the traffic for hours. * There is too much merging onto the freeway on the Oregon side at the same time the freeway is narrowing. * No break-down lanes on the Oregon side. The existing freeway and bridges cannot handle the traffic flow. There are building more and more homes in Vancouver, which throws many more vehicle into the commute.

171 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

stop and go traffic

172 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic, traffic and more traffic plus the possibility of the bridge being up.

173 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

capicity and the only major route for traffic from the west side of the Portland area

174 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion on I-5 North and South with traffic sometimes backing up making it difficault to get to Janzen Beach and access to SR14.

175 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is a draw bridge. There is no reason to have a draw bridge on that busy section of Interstate. Replace it with a bridge that does not raise and put tracks on it for light rail!

176 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

None

177 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion southbound in the western lane, congestion and extreme slowing and uneven traffic flow northbound in the eastern lane, narrow lanes, lane changing and merging traffic after crossing the bridge southbound and the eventual reduction in the number of lanes near Columbia Blvd., and the seemingly short entry way from Jantzen Beach onto I-5 north.

178 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bridge does not have enough capacity to support the volumes of traffic. It also has blind spots due to the steepness of the bridge as well as the turns on the North End of the bridge.

179 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The area in Portland just south of the I5 bridge is a bottleneck and Oregon does nothing to fix it. Light rail was put in in before the freeway was ever corrected. Oregon cannot update their side of the freeway to help Washington commuters...who also pay 9% income tax by the way.

180 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion and frequent accidents, the lack of understanding for some who don't travel to Vancouver very often that the SR-14 offramp is virtually at the end of the bridge.

181 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Higher volumes of traffic in "off-peak' periods.

182 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour congestion iin the morning and in the afternoon

183 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The on-ramps in both directions so close to the bridge, the lack of a Max train.

184 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion during rush hour. I live in a condo in downtown Vancouver and take highway 14 to work. I often have difficulty getting onto SR14 because the traffic downtown is plugged up with people trying to get on I-5.

185 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic and the lack of public transportation options.

186 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion, increasing congestion, congestion made worse by corridors allocated to "mass transit".

187 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bottle Necks, the short merging area of the Janzen Beach North Bound on ramp and sometimes the inconvenience of a bridge lift.

188 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic

189 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The I-5 corridor is congested and dangerous with a heavy mix of freight traffic.

190 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Too congested because there are not enough lanes for current (increasing) traffic volume. Lane clearance, sightline problems with tunnel-effect combine to cause the already at capacity traffic to slow worsening the bottleneck leading to the bridge from both sides of the river.

191 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Needs better bicycle and pedestrian acess and safety.

192 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Everything still is feeding through the main corridor instead of options when traveling needs are either E or W of the main two arterials. If arterials were to open at Ridgefield to cross the river there, and a crossing at Camas to Troutdale, trucking companies would relocate their HUBs to accomidate cheaper land and a more efficient timely route. I am sure the cost of the current plan would be close to paying for both of these options due to some of the high cost of buying in the main 1-5 corridor.

193 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion

194 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The change to 2 lanes in Oregon at Delta Park. The curves on the Washington side are too sharp, need to be 45 mph to navigate safely (for me in my Ford handicap van) .

195 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I know that no one in Washtion or OR. realy want Max to go North and even thought we would be allow to vote on the issue it would be amoved point because it would be done any way and the City of Portland and Tri-met would make the most buy profiting from it Not the People .

196 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

need another bridge!

197 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour traffic and daytime bridge lifts

198 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The lack of action by government agencies. They send out leaflets, form comittees, act like they're concerned but they do nothing towards any progress. If you look at it (I've lived here for many years) , they've been doing this for years. The leaflets look better but still no resolution and action.

199 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lanes and ramps are difficult to negotiate.

200 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The frustration is not so much with the bridge as with inadequate capacity of the entire I-5 system through Portland

201 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Need a lot more vehicle capacity as well as wider interchanges...definitely favor a higher, wider bridge just east of the existing structure. It'll also be much better when the SB I5 lane is added to eliminate the "choke point" over in Delta Park... Hopefully, the new bridge will be high enough to eliminate mid-day lifts!

202 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Its just isn't big enough to bear the traffic, and worse, and in an accident the damaged vehicle has nowhere to go so the whole bridge shuts down.

203

Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Trainsit service is insufficient as to frequency. While MAX should be extended, the CTRAN express (or something of equivant timing) needs also to be provided as it is much faster than MAX service to downtown Vancouver.

204

Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

There is so much commuter traffic that it has stymied the efficiency of the infrastructure for moving freight.

205

Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

in case of an accident -- there is little alternative to get across the river

206

Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

After exiting the walkway on the bridge itself, southbound pedestrian/bicycle route is VERY hazardous: If one uses the sidewalk on the WA-controlled, west and northbound bridge, one must cross under the highway in a tunnel that, although lighted, sometimes has people sleeping or hanging out in it. Also, more hazardous is the series of interchanges that lead to the mode-separated pathway west of the Safeway. Southbound peds/bikes have to cross 2 roadways with relatively high-speed traffic. ALSO, when I am northbound on the path west of Safeway, once I get to the designated crossing point over the road, there is no light or stop sign for cars exiting I-5, I have to come to a full stop and look back behind me, over my shoulder, to determine whether a car is coming in the near lane, and then check the northbound lane and nearby intersection (where the Chevron station and the Safeway parking lot let out) . I find this to be VERY hazardous. I would like to see a bike/pedestrian bridge at this point. A bridge would serve a lot of alternative transportation users and would avoid fatalities. Isn't there some TEA money you can use to make this happen?

207 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

To many big rigs and rude drivers

208 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge openings back up traffic on I-5 causing problems for traffic that will exit before the bridge.

209 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion and the attendant danger of accidents.

210 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion from the SR 500 to Lombard is awful and frustrating at times

211 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion. I now work from home to avoid commuting over the bridge.

212 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Loss of time! I avoid taking projects in Washington because the drive time from Portland is unkown. On Fridays the rush is all day. I also have to avoid going to any business' north of Portland along I-5. I'm self employed so sitting in traffic reduces my income, I don't like that! That loss of time reduces the income taxes I pay, that should sound alarm bells for the states and feds to shift this project into hi-gear!

213 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion

214 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not enough lanes. A new bridge should have 5 lanes each direction: 1 car pool lane, 3 general purpose through lanes, and an additional lane for merging on-ramp and off-ramp traffic.

215 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I am frustrated with the extremely long time it takes to get from the merge of Hwy 405 to Vancouver (northbound) . I am frustrated with the State of Oregon trying to do social engineering with the HOV lane, watching that lane have no traffic between 15:30 and 16:00 for sometimes 45 seconds to a 1 minute while I sit burn gas and go nowhere. There has to be a better way to get he traffic moving. By have the congestion for this 6 miles (sometimes it takes 45 minutes or more to go the 6 miles) it costs all, money by wasted fuel, increased auto emission, and time wasted. We need help and I will do what ever I can to help with the problem.

216 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Hyden Island access severly impacted by bridge traffic.

217 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need a third bridge on the west side of the I-5 bridge.

218 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

conjestion / too many cars and trucks / lack of good transit

219 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

HUGE backup on the Vancouver side when heading South, and then again when the lanes go from 3 to 2..... It's so very inconveinient!! Then, heading North, traffic is often backed up all the way from the "Fremont Bridge" close to downtown Portland. It is a really big annoyance when (what should be) a 20 minute drive takes 45 minutes because of stop and go traffic.

220 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The sharp curve on the North end, coupled with the onramps immediately before both spans, creates congestion by artificially slowing traffic and allowing very little merge space for traffic synchronization.

221 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

You never know when it will open. Routine congestion happens even when the bridge is down. The bridge is dangerous to drive on - narrow. North bound has a dip at the exit plus curve to right. Sharp exit to Hwy 14. Must be confusing to out of state travelers. Sound bound has nasty merging ramp as you approach bridge, plus the curve there.

222 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My frustration is not so much in using the bridge, but in the effect the problems have for the entire I-5 corridor from the Fremont bridge north. Because of where I live in NE Portland, the I-5 bridge problems often cause my commute home to be delayed by a substantial amount of time.

223 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

murging lanes on just before the bridge are very short. also seems to be a bottleneck that slows the entire commute.

224 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The birds, that it opens to let ships pass, it is the only West side North/South bridge between Longview and I-205/Glenn Jackson Bridge for the majority of the people and commerce in the I-5 corridor. We need another bridge and corridor!

225 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour traffic.

226 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

It is very narrow. Also, I don't like the fact that a major thoroughfare may feasibly need to lift in order to accomodate a single sailing vessel.

227 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion

228 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion, delays, merging traffic

229 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

needing to go anywhere in that region around 3 to 5pm on weekdays--congestion

230 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Merging points and the current bridges hills and valleys create a lot of the slowdown which leads to jams.

231 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic always slows and backs up around the bridge and Delta Park area.

232 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There is a constant bottleneck at Delta Park on the curve.Traffic flows well until that point.When one arrives at the curve there has been no apparent accident or reason for the choke point.

233 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the lack of safe crossing for peds and biks

234 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Slow traffic and congestion due to on-ramp traffic and raising of the bridge

235 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

What day and what time of the day I am going to be crossing.

236 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Unpredictable nature of the traffic flow makes planning your arrival time very difficult.

237 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The population on the Washington side has grown far too high to rely on a bridge that has a lift system, with no other convenient way over the river. The three lanes (either direction) are too narrow and unsafe for traffic lane changes, hence causing accidents and traffic stalls. Yes, I know, I'm stating the obvious.

238 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bottlenecks

239 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I take the max to lombard & interstate and then take a bus to Vancouver and have to switch buses in Vancouver. It would be great to have the max connect somehow to the 7th Street Transit Center in Vancouver. I think the C-tran bus system would see a huge increase in ridership if people who use public transportation could get between Portland and Vancouver easier.

240 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

when the new bridge is designed that it will negatively effect the Downtown Vancouver businesses.....

241 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Sharing it with large trucks in a confined space, drivers that are irresponsible, and the narrown of 3 lanes down to one. Also slow moving traffic in the lane that goes to the Max stop so I often have to speed up to pass and cross multiple lanes in order to quickly get my exit

242 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The idiots who drive too slowly across the bridge. There would not be any congestion if people just drove like they do in California.

243 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic back-up on I-5 that makes it almost impossible to get to my home at Jantzen Beach

244 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

+I do not have a concern about using the bridge. I have a concern about increasing traffic through the NE Portland Community.

245 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Bridge Lifts and large volume of commercial vehicles.

246 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic delays and congestion. Frequently traffic backs up to the 405 bridge, and affects my attempts to get off at exit 303--the exit for my home.

247 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion

248 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My only concern is that the approach from the north needs to be straighter.

249 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Northbound PM traffic congestion

250 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Cannot plan ahead on time because of potential traffic problems. We need to travel for medical reasons and cannot always get late morning or early afternoon appointments.

251 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

interchange merging - no room to merge from the onramp (from downtown Vancouver/SR 14 onto the bridge going south) . It's scary and traffic from I-5 is going too fast as it approaches the bridge in that far right lane.

252 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic is slow, stop-n-go, and sometimes stopped completely starting at about 2pm. By 4:30pm or 5pm, it can take up to an hour or more just to get from downtown Portland to the I-5 bridge. On-ramps near the I-5 bridge create a bottle-neck effect, thereby causing traffic to be backed up for miles.

253 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic jam making my 30 minute drive take up to 2 hours.

254 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

bicycle safety.

255 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The northbound on ramp to I-5 from Jantzen Beach is hazardous.

256 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The bridge itself is fine. The configuration of the on-ramps and off-ramps on both sides causes a lot of lane changing and, thereby, a lot of traffic slowdown and hazard.

257 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

This corridor is completely inadequate--always too congested. I worry what would happen if this bridge and corridor was destroyed since there is no adequate backup.It would be a catastrophy even with having 205. There did not seem to be any planning ahead and we are way behing the curve and need to have some very prompt catchup particularly with the rate of growth

258 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have 2 equal concerns: 1) Bicycling on the bike lanes on Interstate and Vancouver/Williams streets is nice, but getting thru Delta Park and around Janzten Beach is scary, 2) I-5 North is much more congested and often stop-n-go even outside the usual commute times than I-5 South. You'd think N. and S. would be equally used.

259 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Limited passenger service other than automobile.

260 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safty and traffic congestion

261 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Northbound backups in the afternoon, short on-ramps from Interstate Ave. and Jantzen Beach

262 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The environmental and health impacts of sitting in slow-moving traffic at rush hours is frustrating. Idling cars emit a great deal of pollution. The lengthening rush hours, as traffic increases, exacerbate the problem. I take the express bus most of the time, but even that is affected by accidents and heavy traffic in the portions where we can't get to the HOV lane.

263 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The amount of trafic that backs-up at the choke point of where the Delta Park - Marine Drive interchange is located.

264 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

it is always backed up, which in turn causes congestion to build up all along I-5 on the Oregon side. I live in North Portland and use the freeway daily. I feel that if there was a better river crossing it could improve overall I-5 traffic.

265 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The I-5 bridge seems to be used mostly by Washington commuters driving alone. Capacity can be more efficently utilized by discouraging single occupant cars and encouraging more bus and other public transportation options. Commuters are living in Washington to escape Oregon income tax while they shop in Oregon to escape Washington's sales tax. Building a new bridge with greater capacity will only encourage more people to adopt this lifestyle to the detriment of Oregon residents and tax payers.

266 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge lifts and conjestion

267 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The lack of MINIMUM speed limits on the bridge and the ingenuous design of I-5 SouthBound which forces 3 lanes of traffic to merge to 2 and then back to 3.

268 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic wasted time

269 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

getting too crowded

270 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

TRAFFIC. Traffic is a tremendous waste of time and I could be spending that getting work done or with my family. I do not like public transportation and will never give up my car.

271 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not enough lanes.

272 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My primary frustration is the congestion...especially at the Delta Park area.

273 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge lifts/lack of capacity

274 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Northbound congestion on the Oregon side. WA residents working in the metro area pay a lot of tax money to the state of OR, and deserve a better commute corridor. The bridge's current all-enclosed design, along with the slope of rise and fall, is a psychological traffic barrier. There is also the problem of the Columbia Blvd. and Jantzen Beach on ramps choking traffic flow, as well as the Hwy 14 off ramp. It is a frequent experience of mine to travel through heavy traffic up to the bridge, to have it open wide up 3/4 of the way across as those psychological barriers abate.

275 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting to the washington side of the river in the evening....

276 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

too much congestion

277 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

antiquated,ancient,inadequate for today's traffic horn is too loud at night

278 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Delays, slow downs, accidents, bridge going up

279 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There is more volume than the bridge can move during rush hours. It is the only reasonable choice I have to reach downtown Portland and work.

280 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Jantzen Beach and HWY 14 ramps onto I-5

281 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

One: I think those of us who use it most (myself included) should be the ones who pay the most to use it. I think we should re-institute a toll on that bridge. Two: I think this bridge can be very hazardous. Someone's fabulous idea for having a bridge from Vancouver's industrial district to Portland's Rivergate Industrial District should be given a GREAT DEAL MORE CONSIDERATION ... not for the distant future, but for NOW! If commercial vehicles had their own bridge (I'd make IT a toll bridge, as well!) I think safety problems and congestion would be greatly alleviated. Three: Add the tolls (with a much greater cost to those who drive in one-person vehicles), and cut those lanes down so that a DEDICATED LIGHT-RAIL can be put in. Four: Get Vancouver Washington ON THE BALL to CREATE DECENT PUBLIC TRANSPORTATION to the Light Rail and CURRENT bus lines. My fellow idiots managed to reduce the public transportation budget, and all I can hope for is that each and every one of them drives a single-occupancy car to work at rush-hour and HATES IT. They deserve to suffer for cutting the public transportation budget! This bridge is terribly unsafe, and, of course, bottlenecks are not just occasional anymore -- they are ALL THE TIME.

282 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The bottleneck going North and South puts a tremendous strain on the community and it's economy. So much valuable time is spent just riying to get across.

283 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I work in Portland but avoid the I-5 bridge whenever poosible due to the congestion. I commute using the I-205 bridge. It is very unfortunate that you feel you must leave Portland by 3:30-4pm if using I-5 in order to get back to Vancouver prior 6pm, especially if you have children in daycare. There isn't a single person I know that would use the i-5 bridge if there was another solution that wouldn't add more time to you drive.

284 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The sheer volume of traffic particularly large trucks - and everyone is speeding!

285 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The sheer number of Vehicles, especially semi-trucks and everyone seems to be going too fast. I live in N. Portland and there are certain times of the day I can't get to Jantzen Beach without a huge headache.

286 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Not safe and congestion

287 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I can get over to Portland in 17 to 20 minutes, but I can't back fast enough. Sometimes there are hour delays, but mostly 35 minutes is the rule. I have sciatica, and if I get caught with a lot of braking and clutch foot work, I literally "get caught" in a situation beyond my limitations. Thus, now I either wait until after 8 p.m. to return (whereas only a year and a half ago it was 6:30), or I come back to Vancouver before 3 and don't go to Portland as many times as I used to. Luckly, Sunday morning is good driving, so we go to church over in Portland and get back just fine at any time of day.

288 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

There seems to be a problem with the hump in the center of the bridge. People generally drive to fast when approaching the bridge then slow down at the hump, which in turn creates a slowdown and then a jam. If the bridge was flat and bypassed Janzen Beach altogether I believe there would not be so long of a commute, Dedicated truck lane would help also. Thank you.

289 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Why does traffic always slows down prior to getting on the bridge and speeds up to clear on the bridge and and then back ups on the other side. Heading south to Portland on I-5 in the Morning. Why does traffic always slows down prior to getting on the bridge and speeds up to clear on the bridge and going 55 mph on the north side all the way up heading North on I-5 in the evening.

290 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

slowdowns near Delta Park interchange

291 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

High congestions creates hazardous driving conditions.

292 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Slow and unpredicable. In the summer, headed north, it can be backed up even after prime commute hours. The morning transit over the bridge has gotten exponentially worse (slow) in the last few years. No Max -- I still have to drive to the park-n-ride. C-Tran at $3 each way is not practical. I would rather pay $8 and park downtown.

293 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Bridge lifts during periods of high water, accedents on the bridge not being cleared in a timely manner, & general congestion during "rush hour". Also the tie in for highway 14 on the washington side basicly sucks as do the jansen beach on and off ramps closest to the bridge.

294 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic is bottlenecked.

295 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

it is hard to get across on a bicycle.

296 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

When the closest on and off ramps were closed the traffic went smoothly through and the backups were almost non-existant. They were closed due to high water. They included the island and highway 14. Because of the constant pushing of traffic comeing and going and the slowing down for the curves traffics gets stopped quite suddenly. I am always afraid I will get rearended. Also people are starting to follow to closely so others cannot cut in front of them.

297 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Most of the time I cross the bridge in my economy vehicle and then park at the Expo Center Max lightrail station and take the Max into Portland. It would be a MAJOR help if the light rail could be extended into downtown Vancouver!!!

298 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

It cannot hande the current level of traffic leading to traffic jams. There are a lot of large freight trucks that also use the bridge, making the drive accross harrowing at times. There is not a pleasant way to bicycle accross the bridge. The MAX does not cross the river.

299 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Stop and go traffic increasing travel time to and from work from 15 minutes to 30-45 minutes

300 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion backup all the way north of and across the southbound bridge due to the bottleneck at Delta Park.

301 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The biggest frustration is that there are only 2 lanes south of the bridge, which back up the bridge. My biggest concern is being stopped in the middle of the bridge and sitting over the water with the bridge boucing around. Just wondering when something on this ol' girl is gonna give and in the drink I go... OK, maybe this is paranoia...

302 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

never knowing when the bridge will be free of obstuctions or when it might be raised for river traffic.

303 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The bridge is just no wide enough to hand the traffic of I-5 and Hwy-14. Oregon needs to remove the bottle neck just after the Delta Park exit. We need a non- lift span bridge to keep trafic moving at all times. An emergency lane would help when there is an accident or stall so they have somewhere safe to go to get out of the way.

304 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

On weekdays, any time after 1:00 p.m. you can't get to Delta Park or Jantzen Beach, which is my primary destination, without enormous lines of stop-and-go traffic. It is faster for me to drive from North Portland to the Gateway Target and back during weekday afternoons. I skip a lot of events at Esther Short park because I don't want to sit in traffic.

305 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The "choke Point", 2 lane squeeze, on I-5 south of the bridge. This was not even mentioned in the "Cloumbia River Crossing" publication I recently received. Please be honest, candid and open about the problems and solutions if you expect the people to be responsive and positively critical. You ask for responses but it seems to me that you only want agreement and support for your point (s) of view.

306 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have been crossing the I-5 bridge since 1983 (went to private high school in Portland) and have worked in downtown Portland ever since. Living in West Vancouver (Lincoln/Northwest neighborhood), the only sensible route to take is I-5. The HOV lane worked EXTREMELY well for me, since I carpooled with my husband to work. Now, our commute time has doubled (reminiscent of pre-HOV days) due to the Delta Park bottle-neck. I'm hoping a third bridge crossing from the Port of Vancouver area will become reality - mainly because it will allow a straight-shot (I think) to the downtown Portland area.

307 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It's pretty much impossible to use I-5 northbound in the North Portland area on weekdays between about 3 & 6 pm. This severe congestion has prevented me from doing number of things in Vancouver.

308 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Fear! Everything is too close and the traffic moves too fast.

309 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Though I do not actually cross the bridge, I make several trips to Jantzen beach per month, and the traffic between Columbia Blvd and Jantzen beach has been SO BAD at times, that it has taken up to an hour to get there.. A whole hour just between Columbia Blvd. and Jantzen Beach.

310 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The amount of time it takes to travel through this short stretch of I-5, especialy during rush hour ,and the length of back -ups.

311 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Heavy traffic. Lanes so narrow, traffic does not travel the speed limit. Nowhere to go (shoulder) if you have a problem or fender bender.

312 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion... replacement/enlargement of lanes would be a great improvement for traffic... even if it reduces the traffic flow for a period of time... but would ease it in the future..

313 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

too few lanes, no e-lanes, too many ramps near bridge

314 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bootlenecks at the bridge.

315 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Never knowing how long it will take to get to an appointment.

316 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic up to the bridge from the Portland side is congested and slow, and there is only one way to cross the river to Washington AND reach Jantzen Beach from North Portland. Maybe there also needs to be a smaller bridge near the Expo center that takes traffic going to Jantzen Beach away from the traffic to Washington.

317 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic backs up for miles.

318 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic delays

319 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Better bike lane access across the I-5 bridge. If there were better access, I would bike over to downtown Vancouver more often (from my home in N. Portland) .

320 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Feels dangerous; lanes too close together; too much traffic; draw bridge is incovenient

321 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the slowdown that merging traffic creates and the bottlenecks

322 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Many motorists are exceeding the speed limit!!!!! Also the 3 lanes going down to 2 causes delays. Mostly I feel often frightened by the agressive driving habits of others.

323 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic going north across the bridge always appears slow, no matter what time of day.

324 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Currently my frustration level is very low. I have a "reverse commute" over the bridge - I live in Portland and work in Vancouver. I think it must be terrible for people who do commute from Vancouver to Portland. Every day as I drive regular speeds on the freeway, the other direction is heavily congested and sometime at a standstill. I wonder what this might be doing to our air and Columbia River water pollution levels - it can't be good.

325 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic gets backed up too easily,and any accident stops up the whole bridge.Many people slow down too much headed North due to the "hump" or crest of the bridge.It'll be backed up and crawling until you get passed the crest,then foot to the floor clear.

326 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The time it takes during rush hour traffic.

327 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Accidents on the bridge, congestion, slow traffic.

328 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not wide enough...cannot handle the current travel load.

329 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The way the bridge was built, as you approach it from either side, you can't see the other side. So many people slow down because they can't see the other side and don't know what they will be coming upon. This slows down the "normal" flow of traffic on any given day or time. Also, there is not shoulder space. When I'm in my compact car, next to a semi-truck, it's very scary because there is NO room for error on either driver's part. If there are changes to the bridge, there has to be increased lanes along the entire "bridge influence area".

330 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

SLOW, SLOW, SLOW traffic--many times from the Morrison Street Bridge and sometimes clear back to the Marquam Bridge and beyond!! The bottleneck that the Interstate Bridge causes NOT ONLY hinders traffic BETWEEN the 2 states, but horribly snarls traffic WITHIN the 2 states--when you are not even planning on crossing the bridge to the other state!!! I am a truck driver who is supposed to deliver freight in a timely manner and pick up freight in a timely manner. MANY TIMES the congested traffic on both sides of the bridge HINDERS AND SOMETIMES PREVENTS me from doing so--and keeps me from meeting the needs of customers locally and ultimately across the United States!! It is a serious problem that needs to be fixed ASAP!!

331 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The fact that no one thought more than 5 or 6 years ahead when they planed the existing "FREEWAY" So how about thinking ahead 10 or 15 years and do it right for a change. Although, that may to much of a shock to for the commuters.

332 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

not efficient , TIME TO UP GRADE under the river is best !!! "GET ER DONE"

333 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

none

334 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

north bound off ramp to hwy 14 and south bound Jantzen beach exits need changes.

335 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion

336 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rush hour backups and bottlenecks

337 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Jantzen Beach interchange drastically stops northbound traffic at rush hour in evening. On-ramp from Hwy 14 and downtown Vancouver back up for miles, and there really is not a merge lane. I witness several near misses here weekly.

338 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That it's clogged with Vancouver commuters. They need a mass-transit option to reduce the number of cars.

339 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

unsafe merging and exits

340 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

traffic congestion, lack of merging space at Jantzen Beach and I-5 northbound lane, also no breakdown lane for either bridge

341 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No HOV, To much Congestion, Delta Park Bottle Neck,

342 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planning trips to Portland to avoid rush hour traffic.

343 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic is horrible.

344 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the traffic backup, no matter what time of day or what day it is the traffic is terrible. I only use 5 when I have to.

345 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The I-5 bridge is old, requiring more maintenance than newer structures, subject to seemingly untimely lifts for occasional river traffic and does not accomodate bicycle, pedestrian or mass transit traffic very well.

346 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic merging from the exits onto I-5 cause all sorts of problems, especially in the right lanes. The exits are too close together and there isn't enough room to merge. I especially think that the on ramp from Jantzen Beach to I-5 northbound should be completely closed and the Marine Drive exit improved to handle the Jantzen Beach traffic.

347 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I live 3 miles from the bridge and 10 min (without traffic) from my job and any given day it takes me 45min to 1hr each way. Also the Oregon side of 1-5 should not have the hov lane considering the congestion we already have since a good majority of the time it is 1 eligable driver and their child in those lanes. on ramps right on the bridge.

348 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

bad drivers and narrow lanes

349 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

It is over crowded during most hours of the day. It is so narrow that I get very nervous driving over it.

350 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

rush hour traffic

351 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Lack of capacity, poor traffic handling around the bridge. Lack of safety lanes for accidents. I-5 at Delta Park lacks capacity

352 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Excessive traffic on the bridge during Rush hours. North during the evening is the worst. Traffic is always slow until you get past the bridge.

353 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No light rail or reasonably fast public transportation alternative.

354 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That it has taken our elected officials so long to get started on a new crossing. How many years have they been talking about this?

355 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic conjestion

356 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion at commuting times.

357 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increasingly I find it badly congested later in the morning and earlier in the afternoon with trips that used to be 15-20 minutes often now taking 40-50 minutes

358 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Everyone slows down on the bridge to see the boats and view, backing up traffic that doesn't need to be going slower

359 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have been crossing the I-5 bridge every day for over 15 years. In that time, traffic volumes have increased exponentially and yet nothing meaningful has been done to address the congestion (which includes development in Clark County) . My frustration is that we're still just talking about the problem!

360 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Not enough room to merge on from jantzen beach NB. people slow down on the ridge because it is narrow and has no shoulders. Bridge Lifts tend to stall cars that causes traffic back-up for a ;longer time than just the lift.

361 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Narrow bridge, inadequate connections to SR 14, congestion.

362 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the fact that there is currently no real incentive to carpool or ride public transportation. at the very least there should be a dedicated lane.

363 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

afternoon/evening commute northbound is too slow.

364 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic congestion is severe and alters my trip plans. I try to be certain and travel during off peak times which aren¸ t always possible or convenient. I live just off of Main Street on 30th in Vancouver and morning overflow traffic coming south on Main from the I-5 exit located North of me is heavy. I often find it difficult to cross Main due to intersection blockage off of side streets. I on occasion travel to 33rd which has a light so I can cross Main heading east. I also think the commuters are speeding south on Main. This isn't a pleasant condition for any neighborhood. Something needs to be done to increase the livability of our neighborhoods that this condition is creating. I see people taking many alternate routes through downtown Vancouver only to congest again at the Mill Plain on ramp. The on ramp to I-5 off of Fourth Plain is very dangerous. It is far too short and doesn¸ t allow for an opportunity to reach proper speed to merge. With the Mill Plain exit so close if you don¸ t get over you are forced off at the Mill Plain exit. I try to avoid the Fourth Plain on ramp and instead choose to use the Mill Plain on ramp when I¸ m traveling south into Oregon. I also would like to see an extension of light rail to the Salmon Creek Park & Ride (Hwy 99 & NE 134th Street) that links Vancouver to the Portland light rail system. I would be willing to support this with the use of tax dollars. In addition I¸ d like to see bicycle and pedestrian routes across the bridge greatly improved. It is difficult to cross the bridge and encounter other cyclists or pedestrians due to the narrow passage.

365 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic very heavy heading north after 3 pm weekdays, and, awful anytime between 7:30 am to 9 am weekdays. Weekends are a lot better!

366 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

time of comute, especialy on the Oregon side.

367 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

People enjoy the freedom of their cars. Mass transit, especially MAX, is pork barrel spending in the grand scheme of things. It only works when people riding it are all going to the same general event, i.e. Blazer game, PGE Park, etc. Monies spent on mass transit should have been directed towards the upkeep of our freeway infrastructure long ago. Why mass transit doesn't work - The majority of people work and live off the normal routes of mass transit, includes both buses and MAX routes. How do these forms of transit benefit the majority? VERY LITTLE. They're great if you have no car or other form of transportation. I live in Vancouver and work in Wilsonville - do you know how long it would take me to get to work via bus/MAX and how many different buses and MAX jumps I'd have to make. Problems with freeways: 1) Car pool lanes don't work. Look at other cities nationally that have finally come to this realization and are opening HOV lanes back up. 2) Car pool lanes are unconstitutional - our tax dollars go towards the maintenance of all roads and we're then told we cannot use them. 3) Onramps are too short and thus do not allow cars to accelerate to freeway speed in time to merge with traffic moving at freeway speed. This causes a slow down in traffic. Look at the on ramp from Jantzen Beach to I5 northbound as an example. 4) Signs should be posted at and along ALL onramps telling merging traffic to accelerate to freeway speed before merging. Likewise, signs for freeway traffic should suggest they move left near all oncoming onramps and merging traffic.

368 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Narrow lanes, confusing interchanges

369 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

too unpredictable

370 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The traffic is comstantly stop and go. It takes over 30 minutes to go 2-3 miles. The metered on ramps need to be slowed down and there are 3 of them in less than 0.5 miles.

371 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

During rush-hour it can be slowed, but I always carpool and don't see I-5 as much of a problem.

372 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

having to avoid peak hours to make the trips I do and no light rail options to make trips from Vancouver to Portland. Interstate Max is a step in the right direction.

373 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic always backed up on the i-5 bridge

374 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The abrupt SR14 onramp going north on 1-5. And the bottle neck 2 lane area on I-5 south by columbia blvd.

375 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic getting on and off the bridge immediately on both sides of the bridge with no room to build up speed. Traffic getting onto bridge in Vancouver in the morning congests entrances and on-ramps to SR-14. Bridge doesn't bring MAX to Vancouver.

376 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion

377 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The traffic is growing more congested and there are not sufficient lanes to carry it. It is only going to get worse and I'm concerned that it will take years before a solution is reached that will alleviate it. By then, the population will have grown and the problem will never get solved.

378 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Delays.

379 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I come from Vancouver on the Vancouver side there is 3 lanes, on the bridge there is 3 lanes. Most times the backup is on the Oregon side were it go to 2 lanes. We do need for the future another bridge but lets not tire down the old bridge lets build a 3rd bridge. And one other thing the I-5 bridge was not intended and built to handle the large trucks and speeds that now cross that bridge. We should restrict the speed and weight of all vehicles crossing that bridge. Trucks can use the 205 bridge.

380 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My primary concern is that it is not the bridge that is the problem. It is I5 in Portland that is the issue. This is a major interstate, yet there are only TWO lanes at the rose garden area?! If Columbia River Crossing wants a new bridge they better have a plan to Update I5 on the Oregon side. Everyone knows that as soon as you are ON the bridge heading N the traffic starts to move faster--- Jantzen beach is a complete onramp MESS as well as other ramps in Oregon. I have not researched the plans yet but the only thing I hear about is a new bridge. I5 in Oregon needs new ramps and MORE LANES!!!! THIS IS A MAjor Interstate why only 2 lanes? UNBELIEVABLE!

381 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion on I5 at the bridge when i go home. The time it takes me to get on I5 at Marine Drive by the Expo between 5 & 6 pm. Since I get off at the 2nd exit (307) in the AM I don't have to deal with the backup into Portland. I5 from downtown Portland is just not wide enough to carry the amount of traffic that tries to use it in either direction.

382 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The primary frustration is trying to get to my home off of Exit 303 on I-5 and traffic is backed up from the bridge frequently to the exit or south.

383 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The on/off ramps and that there are only two real lanes to drive in. There should be a MAX line that runs this route in addition to wider lanes and longer on/off ramps.

384 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Packed traffic on the Oregon side. Oregon needs to improve Delta Park and all on and off ramps in the area. Most are too short. The onramp signals also slow traffic down so that oncoming traffic cannot get to highway speed before trying to merge. This slows traffic on the highway itself and for oncoming traffic.

385 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Knowing that by 3 p.m. the backup will be at a standstill keeping us from getting to downtown Vancouver or even getting to Jantzen Beach from our North Portland address.

386 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bottleneck on the Oregon side between Delta Park and Columbia Blvd. Due to costs, delays for environmental concerns, etc, it would seem best to simply add a lane on each side of the existing bridges and dedicate Bus only lanes down what is now the center. Buses move commuters quickly and cheaply. There is too much concern over light rail which is politically hot now, but is not nearly as cost effective as buses. When the Max was put into the Hillsboro area, the commute time actually increased and the ridership count as a percent of the total commuters, went down from what it was with busses.

387 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The traffic trying to make it through at the same time.

388 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is a bottle neck to traffic both north and south bound during rush hour traffic. The Hy14 east bound exit on the north bound I-5 lane is very close to exiting the bridge.

389 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

when there is an accident, it takes forever-also, just the increase in volume even just the past year-as Clark County is quickly developing outlying areas, this will become worse

390 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

bottlenecked traffic

391 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I also go over to visit my other sons, niece, friends, etc. I lived in Portland 40+ years before moving over here 5 years ago. The traffic has become steadily worse, both directions, particularly around Delta Park, and the Rose Quarter (where it goes to 2 lanes) until now it is usually very slow anytime of the day.

392 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

NB traffic is frequently held up by the too-short onramp from Jantzen Beach.

393 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

I'm concerned primarily about it's safety in earthquakes...also about how narrow it is and the rather abrupt first exit (which I take--from OR to WA).

394 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The excessive time used to make a trip to Portland and back

395 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

None-I tend to avoid traveling during peak hours.

396 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion on my comute to/from work.

397 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge lifts during what seem to be the worst possible times - in the middle of an INTERSTATE FREEWAY!! The lift span alone is reason enough to have replaced this stupid bridge years and years ago.

398 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The gridlock caused by the bridge makes it very inconvenient to shop at Janzen Beach.

399 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

lack of alternative routes to get across the bridge besides the the 1-5 bridge. lack of alternative transportation options to cross the bridge besides driving.

400 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of convenient mass transit options

401 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Primary concern: There are too many cars with one occupant. Primary frustration: The few times I want to use the bridge, I have to wait a long time simply to get on I5 (at MLK).

402 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congested

403 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I can't ride my bike across it, so I have to drive over in order to go for a bike ride on the WA side of the gorge

404 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No concerns as my use of the bridge is usually at non-peak hours.

405 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Bridge lifts during peak hours. What the HELL! Constantly being jammed between two semi trucks that are going like the wind on the bridge. People changing lanes on the bridge. Delta Park area slow downs to due Expo events. Narrow lanes on the bridge going North & South. NO room for error on the bridge at all. No place to go if you do have a fender bender. Poorly posted caution/speed signs along the way to warn of the narrowing/slow bridge. (Especially out of towners.) Oh man, don't get me started.

406 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

it seems dangerous to enter I-5 at the MillPlain entrance or the one at the foot of Washington St. Not enough entrance length to safely enter traffic and before you know it, you're on the bridge and possibly not in the right lane.

407 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

THE PROPOSED SOLUTIONS (AS I UNDERSTAND THEM) ARE ONLY A THIN BANDAID, AND WILL TAKE TOO LONG TO IMPLEMENT. I STRONGLY SUGGEST A SOLUTION LIKE THE 205 BRIDGE. iN OTHERWORDS, A SEPARATE ROAD, AND NEW BRIDGE, WHICH WILL TAKE TRAFFIC OVER A CROSSING WEST OF THE CURRENT BRIDGE TO HOOK UP WITH I-5 SOMEPLACE SOUTH. thIS TAKES THE "PASSTHROUGH" TRAFFFIC OUT OF THE LOCAL CONGESTED AREAS.

408 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

You never know when you will arrive at your destination or when you will be able to get back into Vancouver. Sometimes the traffic moves as it should but then one minor mishap can cause hours of delay.

409 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That it narrows down to three lanes. Even more of a concern or source of frustration are the entrance lanes at the base of the bride, both Northbound and Southbound. It's also short-sighted that the Oregon side of I-5 narrows down to 2 lanes shortly after crossing the bridge. This is just as much a concern as making a new bridge.

410 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I've never had a problem with the I-5 bridge.

411 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic, sitting and waiting

412 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic and the conjestion it causes on the adjacent streets especially in the North Portland area.

413 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Long drive times, especially outside of normal rush-hour times.

414 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion, especially northbound from 3 PM on, and southbound at nearly any time.

415 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Unpredictability of traffic. Late rush hour. Can't count on traffic being clear by 6:30-7:00 pm. Length of time to clear the traffic after bridge goes up. Unexpected traffic delay during non-rush hour due to raising of the bridge. Inability to take the yellow line all the way into downtown vancouver. thus unable to avoid the same delays described above when I choose to travel on trimet. No immediate perceived advantage of taking trimet since it is a bus that will also be delayed.

416 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

no light rail

417 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Heavy traffic during peak hour (ie, needs greater capacity)

418 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion

419 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

completely congested most hours during rush hour, sometimes 45minutes to get from Freemont bridge. The ramp from Hayden Island is too short, and the ramp to SR-14 nbound is off camber and VERY sharp.

420 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Really poor accommodations for bicyclists and pedestrians.

421 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion through the Delta Park area and how it is compounded by the commuter only lane.

422 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

we need to remove the HOV lane in Oregon

423 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion!!

424 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I avoid it at all costs between 3 and 7 pm and in the moring until 9 or 10.

425 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic slowness

426 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

too much traffic congestion

427 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Poor bicycle facilities and confusing bike paths leading to the bridge.

428 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion on I-5 northbound. While I only drive over the bridge occasionally, the congestion affects our ability to use I-5. Also, we live in N Portland near the interstate, so our use of the interstate during rush hours is limited. I think we need to look for a solution that gets the highway out of our inner city neighborhoods. Noise, air quality, and safety are issues for us as residents of this city who bear the direct costs of the conviences that a interstate provides for the whole area.

429 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic congestion from as far north in Vancouver as 78th St. past Delta Park in Portland. This is because the road narrows from 3 plus lanes to two. An additional problem is the curve of I-5 just before the bridge. This is a hazard in wet and snowy weather.

430 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

None -- It's fine the way it is.

431 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I live on Hayden Island and the traffic is always a problem. Too many accidents on the bridge, or it's up and traffic is backed up.

432 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

none

433 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic Congestion-Oregon elected officials continue to propose use of alternative modes rather than using the driver paid gas tax to fix problems for motorists.

434 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

unsafe to be on at any speed

435 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Simply that it is too congested with automobile traffic.

436 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Slow traffic, frequent accidents, bottlenecks.

437 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I live on Hayden Island and it sometimes takes 2 hrs, to get from Lake Oswego to H.I. The last hour is often the last few miles. I do not actually cross the bridge but it is the bottle neck that slows everything down. If there was an alternate way onto the island, it would help the residents. New condos and houses are being built here NOW and it is going to get worse.

438 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The lanes are too narrow, which I believe impeeds traffic, or we need another lane each way.

439 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic conjestion...not only at the bridge, but the whole stretch of I-5 north of the Fremont Bridge anytime after 3PM.

440 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That the Max Line does not go to Vancouver. I don't support altering the bridge until mass transit options are expanded. I also believe more traffic needs to be routed onto the 205.

441 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Time. It takes way too long to get onto I-5 North from Marine Drive, which is where we get to it from. We live in a houseboat and have often considered moving to another slip on Janzten Beach, but have opted not to because of the extra commute time it would take to get home from anywhere else in the Portland area. Even when we are not getting on the bridge, we are sometimes effected as traffic backs up to Marine drive.

442 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is actually NOT the bridge itself, but the 3-lanes-into-2-lanes bottleneck that follows on the Oregon side in Delta Park and by the new MAX Transit Center. I don't believe replacing or improving the bridge will help the traffic flow at all unless this bottleneck is improved first. My greatest concern is that while all this improvement is going on, traffic between Vancouver and Portland will be a nightmare as everyone takes the I-205 bridge and I-84 instead to avoid the construction, which as we know, can and will take years to complete. I commute 30 miles every day to work from East Vancouver to Hillsboro, and it is horrible now.

443 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Backup of traffic southbound in the morning and northbound after 3:00 PM. Inhibits flow of our vehicles in servicing our customers.

444 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

bridge lifts pov lane

445 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion

446 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic is unpredicatble so you have to plan to be at appoinments before the scheduled time, by about 45 minutes, because you can't count on the bridge. I also worry that we haven't even BEGUN to solve this problem and it will take years, we are way behind the game on this issue.We should at least get light rail going, which could happen on the 205 bridge. It was penny wise and pound foolish for Vancouver to resit the oportunity to fund light rail years ago.

447 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Very tight lanes, ramp from SR-14 onto SB I-5 is a complete joke - outdated and unsafe. Traffic jambs constantly and plenty of birdcrap from the pigeons all over my car and the road. Road surface is generally poor, especially NB I-5 approaching Jantzen Beach

448 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I yse it only in off peak hours because of the restrictions which impeed traffic. There is a great need for height to allow for river traffic and for a peak flux of possible 4 to 6 lanes South in the morning and 4 to 6 lanes North in the evening.

449 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

TRAFFIC! There are to many people and not enough lanes, then it gets smaller by marine drive causing congestion. Absolutly needs to be expanded.

450 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Waiting when bridge is raised.

451 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

HEAVY TRAFFIC & FREQUENT ACCIDENTS.

452 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The majority of the time, the congestion travelling across the I-5 bridge is enough to convince my family and I to stay away from the area at all costs. The traffic has even made the interchange to Jantzen beach a nightmare. We live only a few miles away, but will segway the area by 20 minutes to avoid the gridlocked interchange to the Jantzen beach exit.

453 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic! Dangerous (I was rear ended 1/2 way over the bridge once) & no pedestrian or bicycle access.

454 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Unable to plan travel time since traffic situation/bridge raising/accidents make an estimate almost impossible. Find myself either way ahead of schedule or way behind.

455 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

fighting the traffic to get there

456 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

THAT CONGESTION IS WASTING TIME AND RESOURSES AND HURTING THE REGION ECONOMICALLY. I WOULD LIKE TO KNOW WHY IT HAS TAKEN SO LONG TO START WORKING ON THIS PROBLEM.....

457 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I use the I-5 Bridge to get to Janzen Beach. It is so backed up with traffic going to Vancouver that it usually takes me an hour to get there (from N. Portland, it should only take me 5 or 10 minutes) . I've often thought how there needs to be an alternate route to Vancouver (or to Janzen Beach)

458 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The unconscienable delays caused by the Delta Park choke point should be immediately addressed. Where in the I-5 west coast corridor does an interstate reduce it's capacity upon entering a major city? The need for a third bridge is demonstrated every day in this region. We need to commit to it and fast track the siting process for starters.

459 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That there is not a Max train crossing the river

460 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion caused by the high flow and also the reduction to two lanes on the southbound commute near Delta Park.

461 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion becomes unbearable leaving Hayden Island onto I-5 any time after 2pm. Lately, there have been a significant amount of accidents on the bridge which has backed up traffic considerably!

462 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The reduction of I-5 from three lanes to two at Delta Park.

463 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We go to Jantzen Beach quite often, and we always have to plan the trip around "rush hour" traffic. If you don't get on the road in time, you get to wait in the traffic.

464 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

stalls, wrecks, and traffic back-ups during peak hours

465 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I don't generally have one. I know when the busy times are and I choose to arrange me schedule around those hours. This is my privilege. However, I am frustrated to tears that this is the THIRD time major organizations are using my financial resources to figure out what to do. The new contract needs a "Failure to Implement" Clause wherein organizing parties REFUND 20% of costs, including overruns, plus interest to taxpayers, both indivual and corporate! SHUT IT DOWN, I DON'T CARE!!!!! This lack of follow through is a primary deal breaker for me and my family staying in the Metro area, possibly Oregon altogether!

466 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That Interstate MAX stops just shy of the bridge. Any new bridge needs to incorporate a MAX crossing, political squabbles be damned.

467 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My primary concern is the morning commute. I work in downtown Vancouver, and the backup in the corridor blocks my access to the Mill Plain exit.

468 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The large number of vehicles, both commercial and private, that use the I-5 bridge even in off peak hours.Additional lanes in both directions would be benneficial and allow for greater exit and on ramp access.The removal of the HOV lane was a positive step to better utilize the limited lanes of traffic.

469 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The frequent slow downs and--particularly on Friday evenings--bottlenecks

470 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

It is scary. Folks drive way too fast and have lousy merging habits these days. Add to this the exit/on ramps at either end and the lack of a shoulder...ick.

471 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Backups deep into Oregon side with many Washington commuters. Bottleneck.

472 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion during am and pm rush hour

473 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic backups, no light rail

474 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion

475 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic jams during rush hour.

476 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

One hiccup and it is jammed all day. Have to get back to WA before 3pm when the HOV lane jams the northbound traffic.

477 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The uncertainty of quick passage. It seems it doesn't take much to stop or slow traffic across the bridge.

478 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It takes too long and there are no convenient options. I also think there should be pricing on the bridge.

479 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Danger in traffic accidents/congestion (ie. emergency situations) ;amount of time lost waiting and the wear and tear on vehicles.

480 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

#105 c-tran costs to much for most working folks. It is $105.00 per month for 20 days of work. most people can drive for a lot less than that.Traffic is worse now and #6 trimet is to lonf orf a route.

481 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

There are way too many on/off ramps in too short of a distance causing increasingly dangerous merging/lane changing. The Washington drivers are notorious for riding out an ending lane until the last possible second and cutting in front.

482 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Time it takes during rush hour.

483 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The amount of time it takes to get from Vancouver to Portland, even on the weekends. The lanes to merge onto I-5 are extremely short and the exits lanes, such as the Camas exit and the Vancouver city center exit going north, are so short and come at you so fast you have to slow way down. For the out-of-towners that causes them to brake suddenly which in turn causes rear-enders, or it could. I don't even like going to Hayden Island because of the hassle getting on and off I-5.

484 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Limited options of how to commute from DT Vancouver to DT Portland. I would prefer to ride the light rail from Vancouver to Portland. Right now the worst part of the commute is from Mill Plain to Delta Park and once I get through that I'm just not too keen on pulling off the freeway and going to the park and rides. The Expo Center Park and Ride might be more appealing if there was an entrance off Columbia rather than having to drive around the Expo Center. Unfortunately it comes down to convenience and I would use the light rail if it came across the river. I'd use it for work and entertainment.

485 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion

486 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As you know the traffic is unbearable, gasoline is increasing in price, and I enjoy shopping at Jantzen Beach Mall, but it takes me to long to get there and back, sometimes over 30 minutes to drive less than 2 miles (I can walk 2 miles in 30 minutes!) . I don't understand why the Interstate MAX line was not continued to Jantzen Beach, that was a real shame.

487 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic and the fact that the bridge looks awful.

488 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

When the Bridge is up for river traffic.

489 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Back-up at Delta Park and bridge delays, and consistent horribly long Friday afternoon traffic

490 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

how quickly it becomes congested when something happens

491 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

It's Green. I find Green to be a very visually frustrating color. May I be so bold as to reccomend plaid?

492 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Extreme slow downs through Delta Park and getting to the bridge going North any time after 2:30 PM.

493 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It's too noisy and smelly to walk across.

494 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic stopages. Stop and go traffic.

495 Web-based Survey 9/30/05 - 11/20/05

Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

lack of access to Jantzen beach except by freeway

496 Web-based Survey 10/22/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get traffic off I-5 and onto a 3rd bridge. Please think outside of the I-5 box.

497 Web-based Survey 10/22/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Public safety-Access-It would be nice if we could change the social culture-eliminate some of the aggression-help people to flex their work/shopping opportunities to spread the use out over 24 hours.

498 Web-based Survey 10/22/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Leave I-5 Bridge there, possibly upgrade it to meet earthquake standards. Build new I-5 Bridge adjacent to the old bridge. Have NO ramps, exits, etc. for new road/bridge. All people coming/going to Jantzen Beach and downtown Vancouver would then use current I-5 and old bridge. New bridge/road would be expressway, taking 85-90% of traffic. Connect old and new road at Delta Park and 4th Plain.

499 Web-based Survey 10/22/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A multi-tiered approach of course.

500 Web-based Survey 10/22/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Encourage use of public transit, carpooling/ride sharing by doing the following: 1. Look into funding from Oregon to C-TRAN for running its Portland Express (commuter) routes, such as 105, 114, 134, 157, 164, 165, and 190. Currently, funding comes mostly from fares as well as local sales tax in Clark County. Why not some $$$ from Oregon? 2. Immediately start charging fares on not only Interstate Bridges, but also Glenn Jackson (I-205), and Lewis and Clark Bridge between Longview/Ranier. Fares for previously owned vehicles should be based on time of day and number of passengers (i.e. someone driving a car with 3 other co-workers as passengers) would pay less than someone with 2 passengers, 1 passenger or driving alone.

501 Web-based Survey 10/25/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need more options than just I-5 & I-205 bridges. Possibly another bridge in east County.

502 Web-based Survey 10/25/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More access capacity (from MLK, Marine Drive,Denver Ave) . Secondary: access to Hayden Island without needing to enter main travel lanes on I-5.

503 Web-based Survey 10/25/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

bridge on existing traffic, alternative transportation modes (bikes, buses, light rail) , These are all priority issues - but cost is probably No. 1

504 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A new bridge (or bridges) high enough to avoid lift spans with elimination or another, exit/on ramps close to the bridges

505 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

While many Oregonians strive for ecofriendly solutions it's not realistic! Cars are here toi stay and if Portland Businesses continur to hire WA workers than we will have major problems. It's unrealistic to expect families to take the bus or ride a bike to work, school, and the grocery store. For those who do use Public transportation - the light rail should be extended to Jantzen Beach and Vancouver. If WA won't pay for it than Portland should alleciate AM stress and set an example.

506 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

reduce congestion

507 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimizing induced traffic demand.

508 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It should be to consider what the best transportation investment is to create a livable healthy and prosperous region in the future. To me, livable healthy and prosperous means it reduces air pollution, protects our environment, improves public health, reduces long commutes (creates jobs in Clark County) and creates transportation choices.

509 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Top priority: improve transportation for all modes; more total automobile lanes with better merges/intersections, freight lanes, transit lanes, kept clear at all times, light rail to vancouver, wide, visible bike paths with seamless connections to regional bikeways, safe, attractive pedestrian amenities.

510 Web-based Survey 10/27/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the most efficient moving of the most traffic

511 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planners and decision makers should make decisions that not only address today's issues, but also future issues such as more travel lanes and the extension of Light Rail into downtown Vancouver. With the continued growth of the North Portland/Vancouver area, the extension of the Interstate MAX line into downtown Vancouver will be a key component to the soulution of traffic congestion on I-5. Being a everyday rider of public transportation, I feel that connecting Vancouver and Portland with the MAX will help with the soulution of traffic along I-5, not only at the Columbia/Jantzen Beach are, but from N. Vancouver to S. Portland. Pedesrtian access also needs to be addressed. With the variety of shops and other tenants moving in, I feel more people would walk and ride their bikes to downtown Vancouver and the Jantzen Beach area.

512 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Blow the current bridge up and replace it with a new bridge that does not raise. Also the light rail needs to go over the new bridge to Vancouver. Another bridge needs to be built via HWY 30 to Cross the Columbia River from between the Sauvie Island Bridge and Scappoose to connect with I-5 just North of Vancouver, this would take a lot of Truck traffic off of I-5. Also a bridge for industrial traffic only from Swan Island to HWY 30 in the Northwest industrial area would route a lot of truck traffic away from I-5 and to a new bridge on HWY 30.

513 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The impact on the people who live next to the I-5 corridor. I consider the health and liveablility problems caused by I-5 to be the biggest problem. Widening the lanes and accommodating the cars/trucks will only exacerbate these problems. MY priorities would be to reduce noise, reduce traffic, and increase the ability of pedestrians and bicycles to use the bridge safely and comfortably.

514 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Increasing capacity and safety for all motorists, pedestrians, and others crossing the bridge.

515 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Think out of the box and just don't replace the bridge with out fixing the road issues through Delta Park. There should also be thought put into how to handle commercial through put traffic.

516 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widen the Orgen side of the I5 South so thee is not more bottleneck.

517 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Morning and afternoon rush hour congestion and high accident rate. Every morning after work I see at least 2 accidents a week going southbound right at the north end of the bridge. It doesn't tickle me in the right spot.

518 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Additional traffic lanes needed for next 40 years.

519 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Provisions for alternative transportation modes like bicycles and light rail

520 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The workers that commute from SW Washington to Portland to go to work pay Oregon Income tax already. The only benefit that they recieve from this tax is the use of the roads and the bridge. There should not be an additional charge to those that are already paying.

521 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Reducing congestion. We cannot do this, however, with the traffic necking down to two lanes through Delta Park.

522 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Updating or replacing the stucture with one that could handle a major natural diaster/earthquake. With only one major interstate north/south and east/west, these arteries will be vital in any incident.

523 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Provide a modern, efficient crossing system: 1. 8 lanes with shoulder/pullout each way minimum; 2. No bicycle or light rail encroachment; 3. Seismic strength to 2% / 50 year event with minimal damage (continued operation) . 4. Adequate on/off ramps for safety and capacity. 5. Adequate lanes south into Portland.

524 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

mass transportation alternative

525 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

To build or rebuild a bridge that meets future needs, including the ability to move freight efficiently and connect Portland and Vancouver by light rail.

526 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Options for future expansion to handle additional capacity.

527 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Alternate modes of transportation, including light rail, in a layout compatible with freight travel/transfer.

528 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Look alot more closely at options that do not include re-designing the core area. Look towards options that truly look at the future growth not the past impact as the main guiding goal.

529 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

we need to somehow remove the congestion that deters the traffic at all times and especially during the ruch hour periods when it is almost impossible to move across the bridge. I feel that truck traffic should be allowed in the fast lane as most trucks are traveling through the area and would thus reduce the congestion at the 14 and 500 interchanges through the Vancouver area.

530 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Remove all Hyden Island ramps and build a "service road" non-toll bridge to Delta Park and build high capacity on-ramps for I5 at Delta Park. Build a special port traffic bridge for all Truck traffic going directly between the port of Portland and the port of Vancouver.

531 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

To not condents busness's and Resadental to the river edges and to restore natural habits along our rivers banks and push the commicial closer to the city limits.

532 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

current bridge inadquate in all areas, people,aut0's. earthquakes. need a third bridge FUTURE needs

533 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Handling rush hour traffic

534 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max train public transportation. As fuel prices rise and global warming is for real, we need to minimize transportation impact to environment

535 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Integrating light rail to cross the river, thus reducing the number of cars on the road, and addressing congestion.

536 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't just look at the bridge but at the capacity of the entire I-5 travel corridor

537 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Start funding plans SOON; start design work NOW for at least 8 lanes with 75' to 100' clearance...at least 2 lane ramps all around I5...no tolls, please. Build the costs into the sales tax or property taxes.

538 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Addressing non-public transportation needs now and in the future years based on Clark County, WA and Washington& Multnomah county oregon pop. and job projection. Public transportation shouldn't be the main criteria because it is inefficient and now used by the working population. Don't limit the job growth by this bridge project!

539 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Improvements should include cost and travel time incentives aimed at getting commuters out of SOV transportation. Simply making it easier / faster for commuters to do the wrong (i.e. SOV) thing is NOT the way to go.

540 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Alternative routes over the river so I-5 can be relieved of the commuter load. My vision of I-5 is a freight corridor - not a commuter corridor.

541 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

part of the bridge problem is the bottle neck at Delta Park.. This should have been widen several years ago.

542 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a light rail and work w/C-Tran and Tri-Met to serve the light-rail. Don't build more roads, please.

543 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Reducing the impact of bridge congestion on approaches to I-5, such as Interstate, MLK, Hayden Island, etc.

544 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Finding a way to combine vehicular traffic with commuter train access would seem the logical choice. Getting Vancouver to agree to become a stop on the MAX Train system could be a hurdle, but in the near future it seems likely. Given the increasing snarl that we face daily getting across the Columbia River, Washington residents soon might seem more accepting of the train options, especially if they offer more vehicle lanes as part of a new train bridge. We need a new bridge, the current one needs upgrading, and an increasing congestion across the existing bridge jams up the interstate commercial pipeline, costing everyone concerned beaucoup bucks in lost time.

545 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1) widen 1-5 to 3-4 lanes between Lombard and SR 500 2) build a new bridge and express lanes from Vancouver into downtown Portland along either the BNSF rail racks under North Portland or the the Union Pacific rail tracks (the gully) in North Portland....hvae it connect to HWY 30 and I-405 3) provide better and conveniant access for bikcyclists and pedesrians

546 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bridges inability to handle the traffic load now, let alone in the future.

547 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Encourage and reward the use of public transportation in the area. Encourage it by adding a bridge for the MAX train with express service from park and ride lots in WA to downtown Portland. The reward is in making the train faster and cheeper then driving and parking downtown

548 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

another bridge

549 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Multi-modal: Light rail transit, freeway through traffic, local traffic, freight traffic, aesthetics, adequate vertical clearance to allow a fixed-span structure (no draw bridge or lift bridge) , and minimize impacts to Fort Vancouver and downtown Vancouver.

550 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting the traffic to move at the legal limit no matter the time of day.

551 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not making traffic worse elsewhere.

552 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Absolutely no Loot Rail Max Trains in Vancouver.

553 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

light rail to Vancouver and beyond

554 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

#1 - Earthquake Safety But, a BIG #2 is: We NEED more lanes!!!

555 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planners should consider future growth, and plan for traffic capacity for the next 30-50 years after completion.

556 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Comprehensive solution to the traffic flow, not just a bridge band aid with constrictions on either side. Must handle light and heavy rail.

557 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Adding light rail

558 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

increase lanes for growing traffic congestion

559 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The Interstate Bridge is only part of the I-5 congestion problem. Until the lack of capacity in the total I-5 corridor can be fixed we should not be spending this much money on a bridge replacement that offers so little results. We need another new corridor and bridge crossing the Columbia River before anything is done at this location.

560 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a bridge for exclusively for light rail (MAX), and if possible for bikes and pedestrians (low priority).

561 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widen all lanes leaving room for expansion later.

562 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bringing MAX light rail is a priority along with adding a new crossing. The cost of rebuiding the area with new interchanges & a new brige would seem beyond being realisic.

563 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

implementing a long term solution so taxpayers don't have to worry about addressing most of the same questions in 20 years

564 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Efficient, safe movement of people and freight. Peak hours will probably always be congested but making sure non-peak hours do not become congested in the future.

565 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Flow from North to South. Getting people out of the city should be the main focus. Easy of Access to Janzen Beach is not a priority.

566 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

increased usage and safety

567 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Multimodel approach...not just a new bridge for cars and trucks...walking, biking, and light-rail or other high capactity mass transit is vital to this new bridge.

568 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

If the concern is environmental then the public needs to be encouraged to use mass transit which then mass transit needs to recognize the needs of the public. If traffic flow is the concern then a beltway on the west side would be good to separate heavy truck traffic from commuter trafic.

569 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

more lanes equals more air toxins! We need to consider the deminishing health of the neighborhoods surrounding I5

570 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Making traffic move faster and smoother.

571 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The bridge combination (new bridge for car/trucks just to the East of the current bridge and use the current Southbound bridge piers for LRT, walkers/bikes and then later use the current Northbound bridge piers for High Speed Rail. HSR for fast service between Oregon and Washington needs a straight line corridor from a new Trails End Transit Station at the Rose Quarter/Oregon Convention Center in Portlands Eastside up to Hazel Dell along I5. Think about freight foremost, both rail and road freight issues. Very soon, moving freight by water and rail will become the most economical and Portland and Vancouver needs to capitalize on our location. Invest in both rail upgrades for freight and for passengers. Ray Whitford

572 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Expand the capcity of the bridge to better handle all modes of travel

573 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Separate the thru-traffic from the ramp-traffic as they get closer to the river, if it's at all feasible.

574 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

adding more lanes

575 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Ability to handle current and future population use of the bridge from many angles: public transportation, cars, trucks, boats, bikes etc. and making it a safe crossing.

576 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

to not bypass downtown Vancouver and create a large enough bridge for maximum growth

577 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

consider having a lane or bridge that is used exclusively by public transportation, frieght trains and trucks over a certain weight. a second lane or bridge for passenger cars, pedestrians, etc. How to route that traffice on and off the bridge

578 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

We need another river crossing that is earthquake proof to handle more autos and trucks.

579 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Creating a sustainable transit system that will decrease single vehicle traffic. This is the only sensible option given a) air quality, public health and livability concerns in Portland and b) The projected energy crisis now we have reached peak oil ourput.

580 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

First add a third bridge crossing before any project which limits the I-5 bridge capacity. My preference is to add a new Columbia R. bridge from I-5 to Oregon's Hwy. 26 in the Woodland/Kalama area to accomodate vehicles with W. Portland destinations. A third bridge is essential for numerous safety issues.

581 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Seismic issues. While only a potential problem, the results would be felt around the region. I think we need a minimum of three bridges connection the two area. Anything else leaves too many eggs in one basket.

582 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Serving all modes but specifically auto and freight. This is the major north south highway in western North America and this portion is a severe bottleneck. In terms of bikes and peds, a very small number of trips are likely and although they should be accomodated, they are not a major consideration. As more jobs and businesses move to Southern Washington, adequate capacity will be important to Oregon's survival.

583 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The existing bridge dose its job. Don't use the earth quake excuse just to tear it down. We would be tearing down alot of things using that excuse. Build a new bridge in the industrial area.

584 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety. Lines of sight are poor. Northbound Jantzen Beach onramp is so short that I NEVER use it - always go south to Marine Drive and then loop back northbound. Breakdown lanes non-existant. Also concerned about seismic hazards.

585 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Locate an area for a new (#3) bridge. Consider moving big truck traffic to a specific bridge leaving a seperate bridge for cars. Of course the freeway needs to be widened in Portland where three lanes reduce to two,

586 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety

587 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The number one priority should be to increase the number of lanes an/or bridges that cross the Columbia at the I-5 location.

588 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Create a comprehensive transportation plan for both sides of the river that will last many years into the future. Short term solutions are just that, short term. We need a long term fix before things get worse.

589 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

ensuring enough safe access to multiuse paths so as to encourage non-car transportation in the area.

590 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Plan with future growth in mind that includes a long term fix, not an intermediate band aid.

591 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Fix the accesses to and from the bridge itself.

592 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Do anything to decrease the congestion however possible. Have alternate route in case of emergency.

593 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

How to reduce single-occupant car traffic.

594 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Impact of increasing fuel costs due to oil supply and other environmental factors.

595 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety

596 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

adding capacity and earthquake safety. The loss of the bridge to age/earthquake would be devastating to the region

597 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Environmental and social concerns. Both are equally critical. We MUST improve pedestrian and bicycle access and safety, to provide alternatives to driving, and we also must protect our precious natural wetland/streambank and other natural resources in this strained river system. Further environmental impacts will be intolerable.

598 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase river transit capacity, either via a new bridge or light rail into Vancouver.

599 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Improved traffic flow in the interchanges and Columbia River crossings.

600

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

To properly balance environmental concerns with traffic concerns. The crossing also needs to plan for growth in the area.

601

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Build Interstate MAX line across to Vancouver. Think "outside the box". Instead of concentrating on "supply", i.e. more bridge lanes to accomodate more single occupancy vehicles, concentrate on the "demand" side, i.e. discourage single occupancy vehicles by having a $5 or more toll, encouarge public transportation by extending MAX to Vancouver, encourage more efficient rail freight options rather than truck freight and change/reconfigure the Burlington Northern RR bridge (by adding a road deck) to allow direct truck traffic to the industrial areas of N. Portland and Swan Island. Electrify the rail network and discourage long distance truck freight haulers. By concentrating on a 1950's "build more roads" approach the 1-5/Columbia Crossing Comm. is ignoring reality and not thinking creatively about the future. This is the 21st Century. Don't continue to build 1950's style freeways that encourage 1950's style suburban living/commuting. Be creative! Don't continue to make the same old 1950's mistakes. The Northwest and Portland in particular have an international reputation for good farsighted urban planning. Lets take advantage of that creativity and build for the 21st Century.

602

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Might consider another bridge in a location to the west that would serve the truck traffic to the port area and serve as a bypass much like I-205 originally served. That might also alleviate conjestion on the sunset if it bypassed through or around beaverton. But that would cost big bucks.

603

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Either MINIMUM speed limits on the bridge or a second crossing point.

604 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

commuter options / public transport bike / pedestrian lanes

605 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

incorporate a light rail and/or bus lane.

606 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

That the population of this area is going to grow by leaps and bounds (probably most will come from California) That you cannot force people to use public transportation and carpool lanes in this area have proven INEFFECTIVE and cause traffic not to mention are only used by 7% of taxpayers. I want a wide, safe freeway that can be shared with the ever growing number of freight trucks on the road.

607 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

At least 6 lanes in EACH direction, one which could be a carpool lane;

608 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The number one priority should be how to get more commuters back and forth from Portland and Vancouver more effectively. I think it would be a smart idea to build another bridge because of the number of cars on the road and because the number will continue to rise.

609 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The obvious fact that two river crossings on the Columbia River is not sufficient - Additional crossings are needed

610 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I think a separate truck route might help...or using the current bridge as a truck route and building a new bridge for light rail/mass transportation/auto traffic. I've also wondered if a separate bridge for the Columbia Blvd. and Jantzen Beach traffic would help, or just push the problem somewhere else.

611 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation. User friendly.

612 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Driver safety

613 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

for once, oversize it for future traffic, not have it inadequate before it is finished (I205)

614 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More lanes, another bridge or better one, 60mph from Vancouver to Portland

615 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Their priority should be to create as many I-5 and Max alternate vehicle traffic river-crossing routes as possible. Two more crossings, besides I-5 and the MAX, should be the minimum. An alternate bridge to Jantzen Beach is a must. Dedicated lanes, starting before the I-5 bridge with HWY 14 & SB I-5 accessible on the north, to past Columbia Blvd. on the south, is a must, even if they use the same bridge as other I-5 traffic.

616 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

First priority would be building the bridge in such a way that downtown businesses are not bypassed (i.e. - I-5 ends up not having an exit until past Fourth Plain) .

617 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

One: Make PUBLIC TRANSPORTATION so accessible, so easy, so UN-congested, that a MAJORITY of people are willing to get out of their cars. I think you've got to make it cost a whole lot more money (high single-occupancy tolls) and take a whole lot more time (remove at least one lane and dedicate it to public transportation passengers only, thus slowing single-occupancy commuters even more) for the single-occupancy car drivers to get the hint. You've got to help truck drivers by moving them AROUND the problem, with a dedicated driving lane of their own -- another bridge --- from the TRUCKER"S INDUSTRIAL AREA IN ONE STATE TO THE TRUCKER'S INDUSTRIAL AREA IN ANOTHER STATE.

618 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That the flow of traffic feels the least amount of impact.

619 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The need to increase the number of lanes to avoid bottlekneck as you head south along with the need to increase the width of lanes. Possibly closing one on or off ramp may save congestion.

620 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Think about the people who live in N Portland and need to get to PIR, Delta Park and Jantzen Beach. All too often our part of town is left out of decisions and then told we have to accept something that is just one more headache.

621 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

You need to consider the population of N Portland, areas such as Kenton and the surrounding neighborhoods. All too often its just the commute and truck traffic that is taken into consideration and this is grossly unfair to those of us that live in these neighborhoods. Do not make it more difficult for us to get to PIR and Delta Park. Also think public transportation. People in Clark Co have got to get out of their cars if they are going to work in Portland.

622 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add lanes

623 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

1) The number one consideration would be to entice the public to use--and to provide, public transportation at least twice a week. We should triple the number of buses and make sure they run on time and in various routes, as well as provide more night buses for Vancouver people who work in Portland. 2) The second priority would be to properly signal, change, or otherwise handle the accident problem in the southbound, R lane approaching the I-5 bridge. It is very dangerous. I try always to be driving in the middle lane when driving southbound across the I-5 bridge.

624 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make sure that the future of the traffic in the I-5 corridor will be stable and that the congestion and time spent,fuel wasted and unconstructive time will be solved and that a smooth traffic flow for years to come will be accomplished.

625 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation, specifically bringing light rail through to Vancouver. Secondly, the exchange for entrance/exit ramps near the bridge, Delta Park and Hayden ISland especially.

626 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

make sure whatever is built is built to accommodate increased use in the future so we don't have to go through this again in a few years

627 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

A solution that will be long lasting. Funding that will be fair to all.

628 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Smoother traffic flow. Not just commuters, there is a lot of port and freight traffic on I5. Is there a better solution to the SR 14 to I5 merge southbound? Also get the MAX line across the river. I'd love to take public transportation. Make it easier.

629 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transpotation between Portland and Vancouver needs to be a major part of any plan, specificaly commuters whom rely on this severce.

630 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More lanes.

631 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Mass public transit across the river.

632 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Spread out the traffis a little. Right at the last minute both ways there are major routes merging in. Also Marine Drive has 2 lanes going east and then left to go to I-5. The problem is that where the light is there is a large enough incline that only one or two trucks can make the light backing up the traffic. If there was a posted separate lane then they would not be backing up the cars that can excel faster to get through the light. If this is the accepted truck route then where is the car route?

633 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail. Light rail. Light rail.

634 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Planners should think about other access points for traffic to go between Portland and Vancouver. They should also think about alternative transportation options, such as light rail and bicycles. The rail bridge between the two ports could be used to relieve some of the truck traffic that crosses the bridge if there were large terminals to unload tractor trailors. (Big trucks should not really be the primary mover of freight for long distances and across interstate lines, that function is better done by trains.) Trucks should be used for shorter hauls and to go to remote places not accessed by trains. Planners need to keep in mind that we cannot pave our way out of this problem.

635 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Build for future needs, not just todays, otherwise we will be in the same boat 20 years from now.

636 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widen Delta Park and improve existing access roads and ramps before spending money to build another bridge.

637 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Plan for the future!!

638 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Having attended several public meetings regarding this matter, I still feel that a new bridge at the railroad bridge is the best solution (even though planners and engineers seem to disagree) .

639 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Plan for the distant future. The bridge has been inadequate for many years now. NO Toll bridge. People don't have to stop now and can't figure out how to get across the bridge. Making those individuals stop will only confuse them more. These bridges benefit both states and not just the locals who use them. Therefore these should be funded by the both states as a whole and not riding solely on the backs of the local people.

640 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Seismic upgrades.

641 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Right now the bridge is not the main problem. It is the "choke point" on south that causes traffice to jam up on the bridge. First, correct this choke point. They must consider the cost of and benefits to the general taxpayers. The present attitude seems to be that it will benefit a select group but all taxpayers will bear the costs.

642 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Future growth of Vancouver residents. Given the fact that (at least right now) jobs are few in Vancouver, a majority of residents have to work in Portland.... and traffic is only going to get worse. Whatever is officially decided, please take the Delta Park bottle-neck as an example of what to avoid. Additionally, take into consideration that a third bridge near the Port of Vancouver will become very appealing to commercial truckers.... and that a truck lane may be something to consider with the third bridge.

643 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation that does not use the same roads/lanes as cars; i.e., a separate bridge for MAX (and MAX should absolutely run into Vancouver) .

644 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We cannot FIX the bridges we have now to handle our future traffic growth. If we were to begin construction on two more bridges right now, we might be able to handle the traffic growth we will have by the time they are finished. How much traffic do we have come in from down river that might be aleviated if we put in a near bridge to handle the traffic coming in from north of Vancouver? And by the time we begin construction on that bridge, how much additional traffic will be coming in from up river?

645 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planners should be most concerned with the growing population of commuters and finding a solution that will remain viable for more than 20 years. Congestion is by far the most immediate problem.

646 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Put I-5 through traffic headed north on a seperate route to limit the amount of traffic trying to merge and exit in the area

647 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase the number of traffic lanes as well as increase the width of these lanes.

648 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To ease the congestion at peak hours... making a separate HOV lane.. an express lane... or even a toll lane...

649 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

eliminate the bottleneck - match upstream and downstream capacity with bridge capacity

650 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic management

651 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

First, clear the Delta Park bottleneck by adding one lane so it doesn't restrict southbound traffic any more than any other spot, and so collisions won't happen as people do last minute switching. Second, look at long range solutions, rather than just adding lanes. Extend MAX line to Clark College or SR 500 between I-5 and St John"s Rd. Third, investigate options such as the location of the railroad bridge, a link between NE 42nd Ave in Portland and St. John's Rd in Washington (approx), a 205 MAX line from the airport to a Park and Ride near 205/Padden Parkway, and a bridge from Washougal to Troutdale, more or less.

652 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Flow of increased traffic across the Columbia and to Jantzen Beach.

653 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Keep the traffic flowing at a good pase.

654 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

earthquake proof bridge, then explore pss. of double decking bridge for traffic flow.

655 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Choose a solution that maximizes the chance of reducting congestion and enhance safety. Consider including light rail and other transportation alternatives.

656 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More lanes on bridge and dedicated thru traffic lane (s) for those not stopping in Ptld or Vanc. I believe there needs to be a planning concept of: Local traffic lanes: entering or exiting in Ptld and Vanc. Say within 0 to 5 mi. of bridge Regional traffic lanes: for traffic from 5 to 10 miles of bridge. Thru lanes: traffic with origins and destinations beyond 10 miles or so of the bridge

657 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

enough room to accommodate future growth, avoiding merge and weave and for goodness sake finally provide the poor clark co residents with reliable transit ie lightrail

658 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Do not take existing homes. Reconsider light rail! More controls on speeders. More ramp signals to regulate traffic flow.

659 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Easing rush hour congestion

660 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

#1 prioity should be including a light rail crossing for the MAX train. If there are to be improvements anyway MAX should definitely be included.

661 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I feel an additional bridge from port to port to get much of the commercial traffic/port workers off the bridge would help a lot.

662 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Decrease driving time during heavy use times.

663 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Increasing capacity and safety.

664 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Either give us a new bridge between I-5 and I-205, or extend max across the river and give us a scondary option.

665 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bring the Max Yellow Line to Vancouver. A majority of the traffic is automobile; people commuting to work in Portland. I believe the Max would provide a more attractive public transportation option than the current bus routes. Therefore, more Vancouver residents would be willing to travel by public transportation and ease congestion on the bridge.

666 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety first. Next I would say that consideration of growth - 20 to 30 years out - must be considered.

667 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Think with the future in mind!! Permanently fix the problem in light of all foreseeable future possibilities!!! This may sound "wild", but I think the Bridge itself should be 4 lanes North and 4 lanes South. This would allow for smoother exit and entrance ramps on both sides of the river. Make sure your plan is an "OVERALL" FIX--one that addresses all the issues of traffic flow!

668

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

DON'T put in a bridge, use the money that would be used for on ramps' to put in a tunnels. Tunnels would do away with the need to buid long on ramps to get up to the bridge, there would be no conflict with or danger to aircraft, no need to put in hungry power useing heaters to prevent freezing, no need to paint every few years. Tunnels are being used all over the world. New methods of laying tunnels makes them much cheaper than bridges.

669

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety

670

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

build a new bridge using the proposed NW passage rt along the rail road tracks; force port of portland to scrap thier planed three lane brdge and use that right away to go across to vancouver and link up with I-5 using fourth plain blv. this will take off much of the truck load off the St Johns bridge would require building new bridge on willamette as well. once this is done tear down old I-5 bridge run traffic on newer side rotating lanes like when repaving was done.then build a new bridge there that will handle future loads. bikes and trains can then be put on the green bridge that is left.

671

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Facillitation of traffic flow at peak capacity.

672 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

we need a new bridge and it should include a max line connect to the max yellow line in delta park.

673 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Consider that MOST people WILL NOT use public transportation, but will use their private vehicles. More lanes, better seismic rating, better interchanges, make a new bridge bigger and higher so it can accomodate traffic and NOT require a lift for big ships.

674 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Mass-transit options to reduce the number of cars.

675 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Linking MAX or some kind of mass transit with Portland such as a MAX train only bridge, with bicylcing and pedestrian crossings. Do not use the standard "there are too many cars so we much build more roads" line of thinking.

676 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

safety--in the event of an earthquake I would not want anyone to be on that bridge

677 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

travel time & saftiey

678 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

3rd Bridge and enhance the I5 structure

679 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Light Rail is a must both for commuters and for easy access between downtown Portland and dowtown Vancouver. Also diverting freight traffic around (not through) downtown Vancouver is a great idea via a second bridge.

680 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

They should extend the MAX. It's absolutely ridiculous that Washington would not pay for it. It will decrease traffic and increase commerce, property value, etc. for both Vancouver and Portland. It's a win-win for all.

681 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

REPLACE the existing structure and access ramps to accomodate the needs outlined previously; Truck/commercial traffic, bicycles, pedestrians and mass transit.

682 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Choosing a solution that will best improve mobility and safety, with the least amount of negative affect to the surrounding neighborhoods.

683 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need another bridge connecting into vancouver 2 is not nearly enough and make the freeway wider 3 lanes NO HOV LANES on 1-5 at all.

684 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

more lanes

685 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Alternative transportation options of any and every kind that will limit the use of automobiles over the river and decrease dependence on auto usage.

686 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make it work with a light rail line to Vancouver. Do not widen I-5.

687 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Replace with new higher non lift span. Move access on/off north end of bridge north away frfom river Provide Light rail access to Clark County

688 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Move commerical traffic away from other traffic, expand the bridge and Delta Park areas to excepth the increased need.

689 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Incorporate light rail to Vancouver!

690 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That cars and trucks are here to stay and that people will be crossing the river to work and shop no matter what is or is not done. That making it more difficult to drive and park will not decrease the amount of vehicle traffic. That in the past planning for traffic has always under estamated future traffic flow. Build a tunnel, not a bridge.

691 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic flow; i.e., NO curves or hills on the freeway, spread out the entrance ramps so traffic merging onto the freeway isn't bottle-necked, stop combining on- and off-ramps (make off-ramps solely for getting off the freeway and on-ramps for getting on the freeway--traffic trying to "trade" lanes is dangerous!) ; make LONGER access on-ramps so incoming traffic can match freeway speeds.

692 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Current ramps are too close together. The convergence to two lanes on the SB Oregon side is a nightmare. The bridges are unable to handle the current capacity and will not be able to handle future growth.

693 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

First, this is a bigger problem that the I-5 bridge. It seems that the next mile south is a huge congestion point too. 2nd, There are likely to always be reliablity problems due to traffic acccidents. Some provions for light rail or subway type trains is really needed both to unload the bridges and to increase the predictiblity and reliability of transit between OR/WA.

694 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

work on a commuter train from downtown vancouver to link up with max.

695 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Creating a bridge that matches the existing traffic capacity of the highway on either end, including future plans

696 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Planners and developers should create plans not for the present, but for 25-50 years from now. Build for the future, not for the immediate problem, otherwise there will be no significant improvement.

697 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't skimp on room. If you are going to do something about the problem take a lot of room and do it right, so it will last a long time.

698 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Adding more lanes

699 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

public transportation - extending the max across the bridge.

700 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Exxtend Lightrail to Vancouver

701 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

The livability of neighborhoods along the corridor needs to be of great concern. Overflow traffic should be discouraged from going through adjacent neighborhoods. I also think light rail needs to cross from Portland into Vancouver. This is long overdue. Of course it needs to be built to current standards in the event of natural disaster.

702 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Either expand/build bigger bridge over I-5 (or divert traffice through NW Portland with another bridge that direction!) . Also we need mass transit in Vancouver so allow for that.

703 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It took over twenty five years for the I 205 bridge to open from the time they received the go a head to build it. What will the traffic be like in 2030? we either need briges or realistic jobs in Clark County. We do not need social engeneers with their annoying and point less HOV lanes or other wasteful ideas on how to change people to the way they want them to be. People can not be forced into being responsible.

704 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Plan for well beyond the year 2020 as your flyer projects. Adding just one additional lane now would be a joke. Close the onramps from SR14 to I5S and from Jantzen Beach to I5N.

705 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

On and off ramps should be long enough to allow easy acceleration and deceleration.

706 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase number of lanes and include MAX lightrail.

707 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety! Followed by short travel times.

708 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

HOV lanes that cross both bridges from North and from the South, Vancouver all the way into downtown Portland. The failed HOV lanes in Vancouver are mainly because this was not done, it kept the bottle neck at the bridge that even the HOV lane users had to fight.

709

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I beleive that only expanding or building a new bridge over the columbia to teplace the existing bridge will only be a short term response. To paln for the future you should consider an west bound interstate like I-205 similar to the cities back east. It is important to remember that mass transit is a vital component to the infrastruture. And it seems a lot of money has been spent on it. But the hiways for buisness and commuter is equally important. And only building to solve the short term releif is not cost effective in the long run.

710

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

local travel vs. commercial travel

711

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Keep increased traffic volume flowing at a constant rate of speed. This includes the I-5 Bridge, the 2 lane portions of I-5 south all the way through to I-84. And get rid of the un-patrolled HOV lane on I-5 North.

712

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

tear down the old bridges and build a new one with capacity for cars, trucks, and transit

713 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Moving traffic north on I-5 to, and across the bridge safely and efficiently. This will necessitate another bridge for bicycles, pedestrians and local traffic. The old bridge could then be beefed up and widened.

714 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To implement a commuter-friendly solution as soon as possible.

715 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add a 3rd bridge between 1-5 bridge and railroad bridge and make trucks take that bridge or the 205 bridge. Fix I-5 on the Oregon side to include 3 lanes.

716 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I5 in Oregon needs to be expanded. From the 184 interchange to the Bridge. That should be the main focus. I5 in Oregon is completely OUTdated. As soon as traffic crosses the bridge vehicles can drive 60mph. The bridge may have a small factor-- alot of people look at the mountain and sailboats and then they are in a collision-- I honestly believe it is I5 in Oregon that the issue needs to be focused on.

717 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Either another bridge or widening the existing one. Look at how many bridges Portland has across the Willamette River. Also, I think Max should cross both bridges, I5 and 205.

718 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A higher bridge with more lanes each direction plus light rail line over bridge to Vancouver at a "Park and Ride" destination

719 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The new bridge should have a really cool futuristic appearance so people know the Pacific Northwest isn't playing.

720 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Trying to get the MAX line across the bridge!

721 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimal disruption during construction of new bridge

722

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The new bridge has to be architecturally significant, one that becomes a regional landmark.

723

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bring in large cross section of public input to include I-205 corridor as this will be affected by any decision in the I-5/Columbia River Crossing project area. East Vancouver and Airport (Portland) business community need to weigh in. Contact Representative Deb Wallace at 360-256-0689 for more information.

724

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

volume...plan ahead. Should be able to handle the MAX so we can bring it over to Vancouver.

725

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic congestion

726

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Stop trying to solve a problem that doesn't address the whole corridor! Even with a new I-5 bridge, we are still stuck in traffic through the corridor!

727 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Use multiple bridges for auto, freight, light rail and pedestrian/bicycle traffic. Replace the two I-5 bridges and make improvements to access roads and ramps to smooth traffic and improve flow at all hours. Add another bridge for local traffic. A bridge for local auto traffic that also caters to light rail and pedestrian/bicycles is needed.

728 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More capacity. Cars won't be going away anytime soon and growth in the area is not going to slowdown.

729 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make it easiest/fastest for the greatest number of people to cross between the two cities with private vehicle and better public transportation

730 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Aliveating conjestion and planning for future growth. Spend the money once and get it right.

731 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a new bridge to supplement current Interstate Bridge, which should be retained for local street use.

732 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

MASS TRANSIT!! I think the major issue is looking well into the future, at the changes in the oil economy. Any solution should take into account the increasing destabilization of the oil economy and its resultant effect on transporting humans and cargo in oil powered vehicles. If the idea is to create an infrastructure that will efficiently move humans and cargo between Vancouver and Portland, which is the primary use of the bridge, any solution should take into account long-term changes needed to transition the infrastructure gracefully off oil power. For this rebuild, I would strongly promote the idea that public mass transit (that will not be mired in traffic) , should be a key element. With increasing density in downtown Vancouver and along the I-5 light rail corridor this project services, there will be additional ridership that could put to use a light rail or high-speed transit line.

733 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Better, more reliable public transportation, especially light rail.

734 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Future peak traffic flow. At least 25 years in the future. Ability to expand capacity levels in the future, so we can avoid the incredible cost of replacing an entire bridge.

735 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planning for light rail.

736 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety and efficiency of traffic throughput.

737 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Seismic upgrades

738 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Environmental impact. How to improve public transportation so fewer cars use the bridge.

739 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widen thr Ore. side then it won't back up so bad or leave everyone trying to get to the bridge from the Ore. side.

740 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Commercial traffic. That's what most of the vehicles are. I-5 is a major commercial artery, and one bridge lift during business hours can snarl traffic for the rest of the day.

741 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Providing light rail facilities across the river to serve the Washington side and beyond.

742 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not enough travel lanes

743 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The number one priority is to make investments that help the economy of SW Washington and Oregon. We are a transportation driven economy. We have a competitive advantage as a warehouse/distribution/logistics center. We need to preserve and enhance this competitive advantage.

744 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

do not take and/or destroy existing residences to make any of the proposed changes

745 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

instead of a hov lane,have a lane for truckers only,and not the one closer to the on ramp

746 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Moving the commuter traffic more efficiently

747 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

speed

748 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To improve the function and safety of the crossing without designing it for 20-year growth (traffic volume/ADT). I believe alternative forms of transportation across the river should be pursued such as direct route light rail for communters. Look to other major metropolitan Cities for examples (London, Paris, New York, Etc.)

749 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Perhaps planners should take a look at the Sounder Train in Puget Sound area. I always wondered why the railroad was never considered as an alternative way of commuting. Commuter trains! They have been using trains on the east coast for a very long time. The tracks and bridges are already in place, take advantage of them.

750 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A new route for traffic on HWY 14 to cross.

751 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Include light rail.

752 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add vehicle lanes. Forget light rail. Remove the restricted high occupancy lane. It reduces overall traffic throughput for purely political human engineering purposes.

753 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

make sure to double the off ramp lanes and don't make them to sharp that might cause accidents

754 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add lanes to existing bridge structure or make another bridge at another River crossing.

755 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Have just as many lanes at both sides of the river. The way it is now, we lose a lane coming southbound at the Interstate exit which causes traffic to snarl into Vancouver. Teach people how to drive, but I don't suppose that's your arena...

756 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion relief through demand management and only adding lanes if absolutely necessary. If lanes need to be added, then having these new lanes as electronic toll lanes (HOT lanes) all the way into downtown Portland would be ideal.

757 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make changes in anticipation of traffic 20 years from now, not current traffic. Would be a shame to have it already be inadequate when the project gets to completion.

758 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A Max line across the river would be helpful. I know I would use it. (voted for it before) A larger bridge with 4lanes instead of 3 so that access can be eased on more smoothly. Get Oregon to expand lanes on their side of the river around Delta Park.

759 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think they should put a MAX rail accross the bridge into Vancouver.

760 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

An I-5 bybass with new bridge from columbia Blvd area to Hwy 500 area. Elevated running along the east side of the current I-5 route.

761 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More public transportation - Light Rail!

762 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Ability to handle peak traffic flow.

763 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It shouldbeeasily accessible,reudce congestion,routetrafficasfar as possible from residential areas, provide good options for those who use alternative tgransport (ie: bicycles,pedestrians)

764 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Think outside the Box!!!!

765 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Capacity.

766 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

HOV lanes + allowing the max to cross the bridge

767 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail to Vancouver, connecting with the Portland Yellow Line.

768 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Accomodating an increase in commuters accross the bridge during peak hours. This should include access to public transportation such as including plans for the MAX train to extend and travel across the bridge.

769 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Eliminate carpool lanes. Expand the freeway making more lanes. Extend the max line around portland to cut traffic down. Extend max to vancouver.

770 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make it so people who need to get to pressure points - Janzten Beach, City Center - can without waiting in traffic that's going past those points. One can travel up MLK Blvd. to Delta Park without using the highway - which I know almost everyone in the area does. I-5 is something to stay away from. This needs to be fixed.

771 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

now - adequate capacity for all traffice soon - light rail transport to downtown vancouver

772 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Multimodalism. Not increased capacity for automobiles.

773 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Understanding who will be impacted and in what way by whatever changes are made. Being realistic and truthfull with the outcome of said change or changes.

774 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Eliminate Congestion so I can get from Hazeldell to Mill Plain without hitting traffic.

775 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Decrease traffic altogether! This is the only solution.

776 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I don't know. I am very supportive of improving alternatives to driving alone: transit, bike/ped, carpool, vanpool.

777 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

continuing some sort of plan for mass transit (ie. extension of Max) as it seems to be obvious requirement for future development.

778 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Develop other routes and public transit alternatives (commuter rail) that take pressure off I-5

779 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need to have light rail access to downtown Vancouver so that we have alternatives to using our cars. Also, people who choose to live in Clark County and work in Oregon (or vice a versa) must realize that a longer commute is the price they pay. Let's focus on creating an improved mass transit system so we don't have to eat up so much land for highways and parking lots.

780 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More capacity on the bridge for rush hour traffic with access ramps that do not negatively impact the downtown Vancouver redevelopment.

781 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Extending MAX across the river!

782 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make traffic move faster through the area.

783 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The planners should take a system look at the problem. The whole time keeping in mind the quality of life needs of residents (quiet neighborhoods, safe streets), needs of local businesses, needs of the city/county, and the needs of the corridor.

784 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic congestion.

785 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The number one priority should be to avoid adversely affecting downtown Vancouver, WA.

786 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The surrounding community should be the main concern. The community should not be made to suffer to accomadate commuters who chose not to carpool or utilize public transit. I feel that it should be determined where the bulk of the rush hour traffic is coming from. Is it coming from the Washington commuters? If so, Washington should re-evaluate their mass transit commuter system. I feel that Portland has gone beyond the norm in supplying Portlanders with adequate public transit. (I have a sporty Miata that I love, yet I take the Max whenever possible) Perhaps they could get together with Washington to work on an additional solution involving public transit. For instance, a park and ride in Washington. You use upscale busses to encourage use by businessmen.

787 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Peak-oil based alternatives such as rail transportation.

788 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail across the Columbia near I-5 area to provide another transportation alternative to Clark County communters to Portland.

789 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Moving freight.

790 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

increase capacity, plan for the future transportation needs, build to meet future demand, not present conditions

791 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

smooth the traffic flow over the bridge to eliminate the bottlenecks

792 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Support the worker with children who require dropoffs & pickups that cannot take advantage of mass transit. We should have a voice too! Do not create a toll. I already pay Oregon income tax. Create a way for Oregon workers/WA. residents to get a break!! There aren't enough job opportunities in Vancouver to work there. Many of us are stuck & need traffic improved. What about using the rail bridge again? I used this several years ago when I5 bridge repair work occurred. This was a good option.

793 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Extending the lightrail to Vancouver for commuters.

794 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

build a double deck bridge to avoid costly right away purchasing.

795 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To encourage mass transportation through light rail system, car pool lanes - strictly enforced, more timely bus transportation. Improvement in safe bike lanes

796 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Improve the traffic flow down the I-5 corridor

797 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting local traffic off the interstate

798 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

If we are really a would class port the I-5 bridge shouldn't be a draw bridge. We need to go high over the river or under. Has there been a study done on going under?

799 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Relieve congestion in a safe manner

800 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Present and future population and commerical density.

801 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widening the capacity for current and future traffic by adding more lanes if possible.

802 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

improve freedom of movement for commuters, freight, peds, bikes, other traffic.

803 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Making sure that the project plans and decisions are not being pushed by Vancouver's need for drivers to get to Portland. There are many alternatives to moving people besides bridges and cars.

804 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

First of all, I think all planners and decision makers should have to sit in the traffic during morning and evening rush hour for several days (going to and from Portland) to experience the gridlock for themselves so they understand the frustrations. Convince Oregon to get rid of their car pool lanes, and also convince Oregon that the Oregon taxes we Washingtonian's pay them should be put into helping fund light rail all the way into Washington! I know you said one, but I have two. There needs to be more of a Police presence by the bridge stopping tailgaters, and speeders who zip in and out of traffic from causing accidents. You see the same folks every day causing problems. And, accidents need to be cleared up quickly, not 1-2 hours after the incident! No bridge lifts between 5:00 a.m. and 8:00 p.m! Having a bridge lift at 6:00 a.m. or 6:30 p.m. makes traffic gridlock the rest of the morning or evening!

805 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Growth of Vancouver/Clark County and safety

806 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Lower the impact of merging traffic.

807 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That those facilities are able to handle the traffic.

808 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Any plan that does not consider the elimination of the â€œDraw Span â€œ would not be considered in the best interests of the tax payers.

809 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A max line across the river adding at least one lane past the Inerstate/Delta park exit south bound closing the Jantzen Beach on ramp Oregon side North bound Stop building in the area until the traffic situation is resolved. This project should have been started 10 years ago. by time you make any decissions we will be in constant grid lock

810 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

NEW BRIDGE CONNECTING PORT AREAS

811 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting MAX over the river whether Vancouver wants it or not.

812 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Making it meet seismic codes

813 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a new bridge

814 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Accomodate current and future traffic volume. The bridge's inability to accomodate traffic volume make it a cause of significantly greater traffic slow-downs than anywhere in Seattle, which is itself renowned for bad traffic problems. The size of our population is disproportionately low compared to the traffic problems caused by the I-5 bridge. The idea that accomodating greater traffic volume will only result in more traffic -- thereby failing to solve the problem -- is idiotic.

815 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

pedestrian friendly - get people out of their cars and less cars on the road, crossing the bridge.

816 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make sure that the bridge is able to handle traffic during peak periods.

817 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Considering multi-modal tranportation options in the design of the bridge (light-rail, bike, and pedestrian traffic). The emphasis should be on decreasing the number of single-car commuters instead of creating more temporary capacity for them on the roads.

818 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

SPACE! Widen it and make it safer and add more lightrail accross to Vancouver!

819 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widening or providing more lanes for the Bridges and Delta Park areas. Either bring MAX into downtown Vancouver (or wherever they are going to put the Bus Transit Center in the future) or C-TRAN providing FREQUENT and DIRECT shuttle service to the existing MAX line in Delta Park. The Tri-Met #6 MLK line is a nice alternative but the delay through Jantzen Beach makes it unappealing to morning and evening commuters. A better bicylce path into Portland would be a nice improvement too, if budget allows.

820 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think that they should plan on bringing the MAx line into washington. There are so many people who comute to work over the bridge, and I think they would be more than willing to take a train to work instead of sittin gin traffic. It would be quicker and much less harmfull to the environment.

821 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation. Get public support for it and make it an insentive for people to ride. It was easier for me to travel around Europe, without a car, in dense urban areas, then it is to cross the river in my home town USA

822 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Provide alternatives to travelers that allow other modes than cars.

823 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

do not just design for more vehicle space...design for all modes of use (cars, lightrail, bikes, peds, commercial trucks, etc) .

824 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Design a bridge that will handle current needs as well as needs for the next 30 years. I strongly disagree with making the I-5 and I-205 toll bridges. Having lived in the SF Bay area for 29+ years the hastle of the toll bridges is a daily frustration.

825 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Improve/eliminate congestion now and plan for population growth in the future.

826 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A possible solution would be to build another bridge and designate it for city traffic to Oregon and return with the bridge now in use designated for through I 5 traffic with on ramps at say SR 500 or even further out to maybe 99th St on ramp. This would split the traffic and allow for less traffic on each highway. Don't know if this would be feasible or not.

827 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Easing traffic flow for the people of Vancouver who are equally a part of this metropolis.

828 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Stop forcing light rail on us! We need more lanes on the highway to accomodate the increase in traffic on the highway. Light rail is a very expensive program that people do not use because it is not convenient to every commuter.

829 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not to limit use of money spent on the upcoming I-5 upgrades KNOWING full well the greater Portland/Vancouver area will continue to grow, and therefore, shoot as high as possible considering future demands for port required traffic and commuter traffic and mass transit issues. $1 million now will be $50 million in 20 years, we all know that.

830 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Look at adding additional bridges - its the only way to solve the problem adequately.

831 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Decrease conjestion

832 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planning for the future. Fix the lack of capacity, but make sure to provide surplus capacity to handle traffic in the distant future. Making it a toll bridge would also be a good idea.

833 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Long term viability

834 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

BUILD A NEW BRIDGE - for cars, no light rail. West of I-5, Vancouver to Beaverton/Hillsboro.

835 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Reducing congestion during non-peak times.

836 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Relocate a new bridge rather than replace the Interstate bridges to shift traffic from I-5. The approach lanes cannot be widened in North Portland so rebuilding the Interstate Bridges do not make sense.

837 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase the capacity to beyond the projected need of 20-30 years hence becuase projections often fail to predict. Also, little deference should be given to the Oregon decision makers who agreed with the former Oregon Govenor Goldschmidts decision to end the Mt Hood Freeway project in favor of Max, and to build 217, Sunset Hwy and most other highways below capacity. The decision makers in Oregon have proven incapable of managing the needs of their people, or of honestly spending their money. Oregon decision makers are more focused on letting roadways to degrade (PDX's decision to allow A grade roads to drop to C, and so forth) and trying to force the citizens to ride bikes and walk instead of drive.

838 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

BUILD A NEW ADDITIONAL BRIDGE!!!!

839 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a new corridor away from the I5 crossing. Go down to the train bridge

840 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

traffic issues, too much congestion

841 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get MAX into Vancouver/Clark County.

842 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That some sort of light rail project is included to increase mass transit options that are not subject to the same congestions problems busses are.

843 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More taffic lanes to handle peak traffic times.

844 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

That the bridge be structurally safe to support the traffic crossing it now and in the future;

845 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

add more lanes.

846 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Need to create a better design of access to highway 14. Discontinue talking about bringing lightrail across the I-5 bridge area. Lightrail would be best located across the I-205, where it can easily connect PDX with Cascade Park, then eventually north to the fairgounds. Cascade Park is the fastest growth area in the County. Why spend so much money to attempt to cross at I-5, and miss the busiest area of the county?? At least the I-205 link would actually serve a useful purpose.

847 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

PEOPLE SHOULD JUST STAY OUT OR THE RIGHT LANE AND LEAVE ROOM FOR THE PEOPLE TO MURGE. PEOPLE THINK THAT THEY NEED TO BE IN THE RIGHT LANE OF TRAFFIC ALL THE WAY TO SR14. WE CAN NOT SEE OVER THE BRIDGE BUMP AND FOR ALL THE TRCKERS KNOW THERE IS STOPPED TRAFFIC IN FROM OF US, SO WE SLOW DOWN AND FIND IT HARD TO GAIN UP SPEEP AGAIN, US WEIGHING UP TO 50 TONES AND ALL. PUT SIGNS UP TELLING THEM I\TO GET OUT OF THE RIGHT LANE AND LEAVE ROOM FOR PEOPLE TO MURGE. IF YE CLOSED DOWN THAT BRIDGE TO MAKE MORE LANES TRAFFIC WILL BE AS BAD AS LOS ANGELES TRAFFIC IN THE AFTERNOON.

848 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Remove on-ramps within 1 mile of the bridge ends. This may require a new 2-lane bridge northbound from Marine Dr to Jantzen Beach then to SR-14 to remove those 2 northbound on-ramps. I don't know what to do on the Washington side southbound. It may be just as productive to provide a 2-lane bridge link from downtown Vancouver to Jantzen Beach to the Marine Dr southbound on-ramp, similar as that described for northbound. I think another important project will be to add the 3rd southbound lane south of Delta Park. This seems to be a major bottleneck. Major congestion occurs southbound at the north end of the bridge, but I do not know if it is caused by the traffic signal at the end of the Jantzen Beach off-ramp or platoon surging at the Interstate Ave/I-5 junction where the 3 to 2 (4 to 2 with the weave lane and the junction and the merge activities at the same location) or the merge condition on the Washington side on-ramp. Number 1 priority? Traffic flow. Smooth merging and exiting manouvers. Reduced decision making points for the vehicle operators.

849 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

attractive alternatives to single occupancy vehicles

850 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add more lanes

851 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion and access

852 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety.

853 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion relief, better merges and weaving sections

854 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Decreasing congestion

855 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

They should consider increasing how wide and the number of lanes they should build.

856 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Multi-modal, think long range.

857 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Keep the same location, get rid of the lift span, add lanes for MAX

858 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Reducing bottlenecks where lanes end. Merging always creates bottlenecks. Eliminate the need to merge.

859 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

to ensure a safe reliable transportation system. This includes decressing conjestion and safe passage on and off the freeway

860 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Making sure that we are planning far, far ahead considering the time and dollars to replace the bridge. Lets make sure freight, mass transit, AND car traffic is improved by the decided-upon solution.

861 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Adding Lightrail

862 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bringing the MAX to Vancouver and making the bridge more bicycle friendly.

863 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It's important to build something that will meet our future travel needs, the bridge should be able to accomodate 4 lanes in each direction (even if only three are in use for the time being) and have room for cyclists/pedestrians and tracks for a future MAX line.

864 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Provide peak hour capacity within the current right of way with the use of reversable lanes in a 2+2+2 or 2+3+2 configuration.

865 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

relieving congestion

866 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get MAX to cross the river. This would decrease the daily commute by thousands of cars.

867 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Having enough "lanes" crossing the river that in twenty years we will not be back before the people trying to get more money to "do it again". Think about "forcing" thur heavy truck traffic to use I-205. Future light rail line.

868 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Look at the future development in Clark County and build an oversized structure now, because it will be at capacity within a few years.

869 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

They should be looking at a crossing to the north between the two ports. We should be considered in these projects from the very begining. The public should not be left out until the end.

870

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety!

871

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Providing an alternative route for crossing Columbia at a different location.

872

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Developing light rail access to Vancouver to reduce dependency on one-vehicle traffic. This might mean separate trains for Vancouver because of such heavy demands!

873

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Move cars from where they come from to where they go. All of your own surveys shows most cars come from the I-5 area of Portland to Vancouver area south of 134 St. Building a bridge to cover other areas would be nice, fancy, politically attractive, but it would do very little to address the problem of a slow commute over the present I-5 bridge area.

874

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Finding a way to replace bridge with a modern crossing able to handle growth of area and traffic.

875 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There must be a vision that looks 50 to 75 years or longer into the future. There must be plans to commidate more than one form of mass transit. There needs to be bus lanes, light rail right-of-way, and high occupancy lanes timed lanes. There may also be the need to have a lane that changes directions with morning and evening rush hour.

876 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

a third location for crossing, to spread traffic pattern

877 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

streamlining industrial access or providing entirely seperate access points for key industrial areas or 'thruways' for ongoing traffic past industrial/heavy use points

878 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Uninterupted, smooth traffic flow through Vancouver, both on the freeways and through the city proper.

879 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Any future bridge project needs to be transit-ready in case Clark County ever gets light-rail funding approved.

880 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

1. earthquake safety 2. future increase in bridge usage

881 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think the main I-5 crossing should be a limited access freeway and the existing bridge should be more of a local access deal like a frontage road

882 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

THe number one priority is moving people, which is not the same as moving vehicles. More capacity just encourages more use by single occupancy vehicles. Public transportation must be a key part of any solution; i.e. light rail and bus/carpool lanes.

883 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Close at least two of the on/off ramps between delta park and skidmore immediately. That will definitely help the congestion. Then, plan another brige. Put a new bridge by the rail road bridge and streamline access to the St. Johns Bridge and/or expand the current I-5 bridge.

884 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get rid of the lift span and build a high bridge that can support high speed traffic funneled on to the freeway from state of the art onramps and access roads.

885 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bring acceptable mass transit options to accommodate the Vancouver to Portland commute. Charge a toll for those who choose to use the bridge.

886 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

expanding max routes from expo center to the vancouver transit center.

887 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Facilitating multiple modes of transportation (e.g., bikes, mass transit, carpool, etc.)

888 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The problem is that if you provide more capacity for cars, more cars will use the bridge. The priority should be placed on extending the Max line across the river.

889 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

SAFE access for bikers and pedestrians

890 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Making the bridge usuable for all users including cyclists.

891 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Future population, we can't handle who we do have here. We are major truck route and we will not see any relief from that situation, so we must consider another crossing to handle flow. We do not want truck traffic to have to avoid out area. That is a major consideration for our populations employment

892 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

improve rush hour traffic times

893 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

FIND A SOLUTION SIMILAR TO THE 205 BRIDGE (REMOVING PASSTHROUGH TRAFFIC FROM THE PORTLAND CORIDOR TOTALLY) .

894 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Adding access to the Max Train Line.

895 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Seismic retrofit is the only thing I can see that needs changing. Think people should live where they work or work where they live!

896 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety for everyone

897 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get the car traffic off the roads. Promote the need for commuter trains using the exsisting tracks between Vancouver Train Station and the Portland Train Depot. The tracks are already there - no construction is needed. Entice people to use the train by installing a toll for using the bridge ear marking that money in a fund devoted for construction of a new bridge only.

898 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Alternate transportation options for commuters, including the possibility for light-rail service.

899 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase capacity. I'd say doubling it.

900 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Focus on alternatives to more cars on the road. Therefore very easy, efficient, frequent light rail that connects downtown portland to downtown vancouver. Focus on a design that makes it faster to get from vancouver to portland on light rail than by car. very safe pedestrian and bicycle lanes Maybe some kind of ferry system that would make it easy to not need a car on either side of the bridge because the ferry easily connects to mastransit. VERY careful research before ading anymore vehicle lanes in any form. Countless cities have proven that additional vehicle lanes does not solve a traffic problem and can in fact increase the congestion.

901 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

light rail

902 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The final choice needs to consider local and through traffic, transit, mobility, and capacity, and not have conflicts with river traffic if at all possible. Look at alternate corridors to the east or west, allow for future light rail (if only to a park and ride in south Vancouver), a bridge high enough to avoid a drawspan, or do like Sydney, Australia and build a parallel tunnel. The tunnel could handle through traffic and light rail. The bridges would remain as-is and handle local traffic.

903 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Reduce travel time between Vancouver and Portland for peak and non-peak times

904 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

traffic flow. How about a Commuter Bypass or trucking lane for traffic coming from downtown and proceeding through Vancouver?

905 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Stop studying ideas that clearly have no hope of being implemented, like tunnels; eliminate study of drawbridge options. Pick an option with: four lanes in each direction, four reversible lanes, good bicycle and pedestrian facilities, and provisions for FUTURE, not immediate, light rail; and get ready to start building it. And MAKE IT A TOLL BRIDGE.

906 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Finding a solution that eliminates the current bottle neck. Perhaps putting in a river crossing that is for through traffic ONLY. In the short term, eliminating the commuter only lane. It does not incent people to commute, and it is only compounding the current problem. We need another bridge - at a minimum we need 8 lanes from the 405 bridge through Mill Plain.

907 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

constructions impact on traffic flow

908 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

How quickly can any solutions be implemented?

909 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Predicting the amount of traffic/population growth and being able to build something that may seem overwhelming now, but will be able to handle the demands in 30 years, not just be a temporary solution and be even more congested by construction for the next 10 years.

910 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

An additional bridge or 8-10 lane expansion is needed. I would not oppose a bridge toll and think that some thought should be given to locating a bridge more to the east, midway between interstate and glen jackson

911 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light Rail or other high-volume public transportation

912 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

toll bridge get the people who use it to pay for it

913 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Making the bridge light rail compatible. We must have MAX connecting Vancouver and Portland to become a true urban area.

914 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

route. pick a new one. connect the ports and the upper penninsula and get the highway out of N and NE portland.

915 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Now is the time to plan for and implement rapid transit like MAX in Portland. The major reason the measure lost years ago may have been due to cost. But with the current fuel and economic situation, rapid transit is a must. Not only along the I-5 corridor, but must be implemented also along the I-205 corridor. Another bridge is NOT a solution.

916 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Do not destroy existing floating homes near the I5 bridge. They are a community and should be given first consideration. There are other places where floating homes would NOT be displaced, such as near the railroad bridge. Uprooting people from their homes is absolutely unacceptable. Uprooting businesses such as Safeway is also unacceptable. These should be the major concerns for any planning regarding the I5 bridge.

917 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

make enough lanes to handle the future traffic demands, ramps

918 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

New bridge; maybe like I205 but to the west

919 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Adding motor vehicle capacity to the river crossing.

920 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

make it big

921

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Long-term solutions to problems should be the top priority, which means considering more public transit and less automobile traffic in the future.

922

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Building a structure that won't be outdated in a short time - consider the possibility of having it accommodate light rail, more bus & HOV lanes, commercial traffic, etc. OR have commercial traffic and buses ONLY travel on the old bridge.

923

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Get the trucks off of I5 in this area. They do not accelerate as quickly as cars, take up the space of 3 or 4 cars, do not manuever as well as cars and the drivers are generally not too polite. I think that trucks should be re-routed over the Glen Jackson Bridge or an alternate route (like the RR bridge) set up for them exclusively.

924

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Have wider lanes, and to do this maybe only have one pedistrian walkway instead of two. Or have four lanes each way, which really is the best way to go for the future, if we can afford it.

925 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety and Traffic conjestion

926 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Expand the Yellow Line from Downtown Portland into Vancouver. Next, improve the I-5 Connection to I-205 to route more traffic, especially freight traffic, away from the downtown PDX core in order to reduce large trucks from commute traffic.

927 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Ability to meet earthquake standards

928 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The number one priority should be to widen the freeway and eliminate the bottleneck in Delta Park BEFORE any decision is made to replace the I-5 bridge. This alone would do wonders to improve the traffic flow in the area. My concern is that too much effort is focusing on the bridge itself instead of the related traffic issues in the area. Anyone driving through this mess on a regular basis does not put the primary fault on the bridge for the traffic impediments.

929 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase capacity of the crossing as well as increase capacity at the Rose Quarter transition to I-84 and I-5 southbound and northbound. Clean up exits and entrances accessing I-5. Too many too close together and not enough capacity.

930 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

a new bridge

931 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Provide the carrying capacity across the Columbia River that our growing population and (hopefully) economy require.

932 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

energy efficiency

933 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

If the money is going to be spent, then more than one objective should be satisfied - meaning, is "supplementing" the bridge enough? Look how much sand has to pass through the hourglass and look how far away that sand comes from. I-205 is relatively close when considering the base of people who use these routes everyday. Maybe a second crossing is better than just a wider bridge?

934 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

complete redisgn of the bridge so that each imput, Millplain, SR14 has there own lane on the bridge, plus at least 3 lanes from Hazel Dell North and at least 1 lane more for SR500 for peak traffic, this would only work if there is no break for river traffic, ie height, about level with 4th plain

935 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Making more room or building on to bridge to accomadate the traffic.

936 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting the actual work finished in less than 10 years.

937 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

PLAN FOR THE FUTURE. TRAFFIC WILL INCREASE.

938 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Take into account the huge swell of commuters during peak hours. Even if that itself was alleviated, it would take a huge strain off traffic conditions. Maybe consider making a bypass or express way for people who commute from farther north in vancouver or farther south in portland.

939 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Safety.Plan for bicycles & pedestrians. How about extending the Yellow Max line?

940 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Sufficient lanes to handle the traffic with emergency lanes to get wrrecks out of the way and allow access to emergency vehicles. No bridge lifts!

941 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Allow structural preparation/accommodation for public transit (buses, lightrail, etc.)

942 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

INCREASING THE CAPACITY OF THE HIGHWAY AND BRIDGE.

943 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think there should be some heavy consideration and mutual planning with Vancouver to extend the max line to Vancouver. That alone would relieve some congestion. Maybe consider an access road to go to Janzen Beach.

944 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Quite simply, identify where the traffic originates and its' destination and site a bridge to meet that flow. Anything else is a waste of effort time and money to investigate.

945 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Installing light rail over the river

946 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Adding capacity to the I-5 system to better accomodate traffic now and also to plan for the future. A third bridge (with traffic heading south in the morning and north in the afternoon/evening) along with more lanes would be best. Also, an express lane with no exits through the busiest portion would be very beneficial.

947 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The number one priority should be to add more travel space/capacity over the river w/a replacement bridge or supplementing the existing I-5 bridge.

948 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

1. The railroad bridge should be expanded to handle truck freight. This could also relocate the swing span to the center of the river, reducing the number of I-5 bridge lifts for barges. 2. Expand the lanes southbound lanes to three at Delta Park. 3. Reroute the access ramps that are located close to the bridge; Jantzen Beach and State 14.

949 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Have a solution that makes sense in the long run, rather than a "quick fix"

950 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

a new bridge and more, wider lanes.

951 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

* Intention * Realistic Fiscal Projection and Management * Consciousness about Who's Paying For the Road Less tax breaks to government, exempt auto owners, corporations. * Be serious about HOV Lanes, extend hours, dedicated North/South lanes

952 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The planners' and decision makers' number one priority as they consider changes to the I-5 Columbia crossing should be mass transit (light rail) and non-vehicle transit. Currently, (October, 2005) gas prices are soaring, the US continues to become more dependent on oil, especially foreign oil. Let's take this opportunity to reduce our dependence on oil and incorporate mass transit in the new crossing.

953 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting MAX across the Columbia.

954 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Seperate morning downtown Vancouver traffic from Portland traffic. Stop those that use exit lanes to queue-jump, which creates further backup.

955 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Provide smoother access both to and from the marine terminals through better interchanges.Explore the use of off peak hours for movements of cargo and commercial trucks.

956 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

clearing congestions/bottlenecks

957 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More public transportation, epsecially a rapid rail link from downtown Portland, to downtown Vancouver. It is ridiculous, in this age of dwindling oil reserves that we are even discussing the possibility of widening/expanding this bridge. The Portland/Vancouver Metro area has (so far) shown excellent foresight in consructing a 'decent' public transport infrastructure. Directing our resources to make it 'brilliant' is now neccesary. This necessity I speak of is of sustaining our particular Northwestern way of life. This means keeping our air and water clean, maintaining and protecting wild places to enjoy, and having contact with our communities. Getting folks to change their driving habits is one piece to solve this puzzle, but I believe it is a very big piece.

958 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Efficient movement of commuters and freight. Traffic from the brigde has a ripple effect all over north and northeast Portland.

959 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

get the third lane done southbound i-5 at delta park.....then plan new bridge west of current bridge

960 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail service. If Vancouver wants to be a city one day they need this kind of service to provide a fast and dependable alternative to driving. Carpool lanes. Drivers who carpool need to be rewarded with faster travel times. those who don't want to carpool or use transit are making the choice to sit in traffic longer. Two way interchanges. Columbia Blvd, Interstate Ave. and SR 500 are one way exits

961 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

congestion and ease of use

962 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Creating a MAX line from the Expo Center in Portland to Vancouver.

963 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A third bridge to add more diverse routes, redundancy, and a more direct route to Washington County.

964 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Future growth.

965 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

How to better control demand

966 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Safety in meeting growth, and efficient use of existing mass transportation, *Light rail, "premium commuters" available with reasonable fare for the average citizen.

967 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get the cost of c-tran #105 down so that more people can take it.And have it accsessible to folks with low income/seniors/and folks with disabled pass's use the pass they have and not cost more. My employer will pay for a trimet pass but not the $105.00 from c-tran. it's not worth the 2 extra hours on the bus a day to take #6 trimet so I drive.

968 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

In regards to the bridge and ramps it would have to be the number and quality of on/off ramps. It is a major safety issue.

969

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Volume of traffic that can pass through the bridge safely each day.

970

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Finding a way to funnel local traffic off the I-5 corridor yet allowing freight trucks and travelers through the area to travel onto Express Lanes (such as Seattle's) where they don't have to exit from about the Fremont Bridge to Hazel Dell, for example. Could that be achieved with a two level freeway?

971

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

#1 Light Rail #2 Local Access to Jantzen Beach (from Vancouver and from Portland) eliminating (or reducing demand on) I-5 ramps to Hayden Island. #3 Create shoulders so wrecks do not completely stop traffic. #4 Improved bicycle and pedestrian access. #5 Local access to North Portland (maybe near Port of Portland properties) linking St. John's to Vancouver

972

Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

reduce congestion by increasing capasity for autos and trucks

973 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Think about it and change it for the better and not work on it for the next 30 years as they have been doing on the Sunset Highway.

974 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A brilliant, beautiful, iconic, and functional design.

975 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

High enoff to allow free river traffic. Wide enoff for car & truck traffic. Max line should have its own lane, even if it is not to be implemented right now, it should be setup for future expansion.Make it a Toll bridge, so washington workers can help pay for the bridge they use everyday.

976 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bypassing Beaverton traffic around downtown Portland

977 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

increasing pedestrian and bicycle access to and use of the system

978 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Ninjas. Ninjas are sneaky and dislike bridges. 24 hour anti-ninja guards need to be in place at all times, except tuesdays.

979 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Smooth flow of traffic, both commuter and truck.

980 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a new bridge with more lanes, shoulders, bike and pedestrian dedicated routes and potential for future light rail.

981 Web-based Survey 9/30/05 - 11/20/05

Question: In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridges, access roads, and ramps in the I 5/Columbia River Crossing project area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimizing induced traffic demand

982

Web-based Survey 10/22/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Any of the following occurring: 1. This decision will hinge on a public vote that fails, and nothing is done. 2. Younger people, who are just as much a part of the community as everyone else, will not be reached by public displays at malls/community centers, therby making a huge part of the future tax base in the area unaware and uninteresed because they 'don't think projects like this affect me & nobody wants to hear my ideas.' 3. Public transit getting snubbed by interests of oil companies, vehicle manufacturers and anti-tax/anti-services members of the community.

983

Web-based Survey 10/22/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build 3rd bridge then take the time to redo I-5 bridges on a slower more cost effective pace.

984

Web-based Survey 10/22/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

I'd like to see additional access, more lanes, N Bound merge is a terrible dangerous one.

985

Web-based Survey 10/25/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

if the funding was available I would like to see the I-5 bridge kept as is and a third bridge with connecting freeways built upriver from I-5, between I-5 and the Portland Airport.

986 Web-based Survey 10/25/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

elevated roadway over Hayden Island is a big negative needing mitigation.

987 Web-based Survey 10/25/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

An optimum plan would be to construction a new six to eight lane beidge w/ light rail & bike lanes immediately adjacent to the existing I-5 bridge. Then demolish the existing bridge and replace it with a second six to eight bridge w/ light rail and bike lanes. This option has minimum impact on the environment and new rifht of way required, etc.

988 Web-based Survey 10/27/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Someone or something is going to be impacted more than they'd like. [unledgible] Work hard to minimize those impacts.

989 Web-based Survey 10/27/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Can another level be added to the bridge for trucks exclusively? Tese trucks could be lead to Columbia Blvd exits or if continuing south onto a separate truck lane.

990 Web-based Survey 10/27/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

build a high bridge for through traffic, that is traffic not accessing Hayden Island. Retain existing bridges for local access to Hayden Island. Relocate Person Field if a high bridge presents a problem to the airport.

991 Web-based Survey 10/27/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Concerned about the wording of this survey on pg. 1 The survey speaks about the bridge influence area, but question 1 asks about the bridge. For question 1, I drive the bridge (Defined as the green metal structure only) maybe once or twice a month, but I go to Jantzen Beach for shopping several times a week, sometimes after work. Depending on how people interpret the question will get different answers. Project must have a significant public transit component.

992 Web-based Survey 10/27/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I would like an emphasis to be put on bridge design aesthetics. Could we have an international design competition?

993 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Passenger railway should be extended to Vancouver.

994 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

doesn't do any good to widen the bridge if I5 isn't widened through portland to downtown. This should be contingent upone Oregon improving there side of I5. Also we need to get the MAX into vancouver...weather or not it's connected to the I5 bridge I don't know but we need to look at that as a possibility...I think having the MAX coming into Vancouver would really help with traffic. It seems to me that Oregon should help with this cost also...considering that most of us in vancouver driving over the bridge to work pay full Oregon income tax.

995 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Yes. Why are we not looking for additional crossings. Why does Portland have a dozen bridges across the Willamette River and there are only two across the Columbia River? This is the main bottle neck from Canada to Mexico. Shouldn't we be deverting traffic where possible to another bridge?

996 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Good luck with the project.

997 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Mass transit has to be incorporated into the plan. I would be very willing to commute to work via public transportation if it was a viable option. As it stands today my current 50 minute commute would take 1 hour and 45 minutes on a good day using mass transit. This means, some how, giving priority to multi-person vehicles (Bus, Light Rail, etc) from Hazel Dell through North Portland. The previous HOV lane did nothing but move congestion around. Using the southbound HOV lane only to get stuck in traffic at Mill Plain wasn't any incentive at all.

998 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

This work is long overdue, please proceed quickly.

999 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Expand capacity of I-5 south of bridge to Bypass 30; eliminate the bottleneck there

1000 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please keep in mind that this area is one that still houses a minority population that has often paid dearly for public infrastructure projects. Plan a solution that will minimize pollution and not disrupt the lives of those who have the least economic and political voice.

1001 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Could you provide some kind of estimated timeline and budget for this project? Citizens in Washington are expected to vote on a gas tax that's going to pay for this project; however, the WA DOT web site states that not all projects are expected to be completed with the funds allocated. Is this one of those cases? Is this bridge going to be done before I retire, or am I going to pay for something that does not impact my day to day life?

1002 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Maintain good access to downtown Vancouver

1003 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No

1004 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Just do the roads. Leave ouy the bull, like housing and extra stuff.

1005 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Well, safety is mentioned, but I should have pointed out in an earlier comment that the northbound onramp from Jantzen beach is a constant source of accidents. The merge lane is much too short, and a disproportionate number of I-5 motorists and truckers will not allow vehicles to merge. That's why the accidents occur. Signage advising drivers to yield to merging traffic might at least advise I-5 motorists of their responsibility to other drivers.

1006 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please add express bus as an option. We need to offer direct, efficient transit for the Vancouver workforce. We should also consider a phased schedule, with roadway improvements happening first and fixed rail transit at some future date when demand is stronger.

1007 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

trhy to incorporate light rail into the plans

1008 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

make it a law that during rush hour times,that non commercial vehicles must have at least 2 person to use the freeway,this would almost cut traffic,gasoline and accidents in half.

1009 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It would be nice if there were other alternatives available such as extended MAX route

1010 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

make it big enough for the distant future

1011 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Is there a way to reduce the amount of freight traffic in the corridor?

1012 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Not at this time

1013 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Increase lanes in Delta Park.

1014 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widen I5 in Portland to four lanes in each direction from the Fremont Bridge across the river into Washington and include light rail in the overall design.

1015 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

even though pearson field is historical, I really don't think its as important as the I-5 bridge.

1016 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Good luck

1017 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Take a look at other parts of the country that have tried and true solutions that you may benefit from.

1018 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think that there must be some way not to have lift span bridges on I-5. I don't know of any other interstate on the west coast that is governed by river traffic. The people of downtown Vancouver need access to the freeway, but having an arching bridge over the river that moves access from downtown back to Mill Plain or Fourth Plain would be more equitable to the majority of bridge users. When you stall the whole freeway for the bridges to open for boats once or twice a day, it affects people who are most likely not coming to or leaving from downtown Vancouver. Also, let's move Pearson Field if we have to in order to make I-5 the priority for the region.

1019 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Seems to me a lot of money has been spent on researching the problem when it has been pretty obvious from the get-go.

1020 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think that the State Patrol need to stop their ticketing during peak times. It just causes a lot of goose necking by drivers which causes more accidents and delays. This was the problem yesterday, a motorcycle cop had six cars pulled over, lights flashing. It just causes delays for law a biding citizens.

1021 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Do it asap, we have been talking and studing it for decades.

1022 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

ON-ramp meter lights at SR 500, Mill Plain and Fourth Plain might help - merging seems to be a major issue - drivers don't want to let their fellow drivers into the "flow" of traffic, and that just makes things worse.

1023 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I apologize that I am unable to give more diversity in prioritzation and concerns regarding the traffic project (see previous answers). I know very little about the commercial uses of the I-5 corridor, so I am unable to give you an educated response about the prioritization of commercial aspects of the project. I use the corridor in a perrsonal/recreational aspect and so I feel that improvement of traffic flow (during peak hours) and accessibility to max line are the top priorities for me. Good luck! This is not an easy problem to solve and I applaud you for your efforts!

1024 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Yes, Think outside the Box!!! Example: To relieve the pressure of construction and to get commuters used to an alternative mode of travel.... I would start with a Car Carrying Ferry System Circling between Vancouver and Downtown Portland. Have the Vancouver Station also be a Park & Ride. Have the Park & Ride ferry ticket also be a Portland Bus ticket. In a short time between Fuel Economy and becoming a tourist attraction the ferry system would take on a life of it's own. Add an express lane that starts at 500 with no other exits or entrances. A good percentage of Vancouver morning traffic would go against the normal flow of traffic to get on an express lane that would then take them through Vancouver possibly under the Columbia River and tie in further down I-5 closer to Portland. In the evening reverse the flow of this route. For more late night words of wisdom from an Ex New York Ferry Rider & New Jersey Turnpike Express lane driver feel free to e-mail me at markdidier@yahoo.com Thanks for letting me vent my ideas :-)

1025 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Consider buying the Inn at the Quay and the Thunderbird Hotel to gain maneuvering room and possibly build a temporaory bridge while replacing the existing bridges.

1026 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There needs to be redress to us, the neighbors, who live adajacent to the I-5 if there is to be any expansion or further development that will facilitate the increase in vehicles.

1027 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think it should also be a priority that surrounding residents are provided with adequete information about the planning and decision making processes regarding the crossing project. Not only through the internet but through fliers, postings and announcements.

1028 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make sure whatever is done is able to handle future traffic concerns. Portland has really bad traffic all around the city. Find ways to improve.

1029 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Living in Vancouver or on Hayden Island is not seen as desirable if one cannot travel from the south there during evening rush hour. The opposite direction is a problem in the morning.

1030 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

light rail integration, allowing tri-met access to downtown vancouver is a major priority, please maintain the ability to add when clark county voters wake up.

1031 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I don't believe the reality of congestion is going to go away. I believe all commuters plan for a certain amount of congestion in their commute. What is at the fore front for concern is can we move freight and people more effectively and/or efficiently. Multi-solution actions should be considered such as limited widening, new bridge construction in conjunction with light rail.

1032 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Yeah... 2008 is way too long to wait. This problem should be getting fixed right now.

1033 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I find that they way you are asking questions makes huge assumptions that the survey respondent is supposed to accept. For instance, one question asks if the negative aspects and benefits should be evenly distributed. This assumes that there should be any negative impacts. Also, questions regarding truck and commuter access assume that trucks and commuters from Vancouver into Portland should be accommodated

1034 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I realize that it has taken great efforts to get this far on this project and appreciate the opportunity to voice my opinions as I live very close to the area in question and must deal with the resulting traffic daily.

1035 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I don't think we need to spend billions on this corridor. Instead develop other routes to alleviate pressure on this route. Also facillitate mass transit There are also new signaling means for river traffic safety that are cost-effective. Perhaps seismic safety can be addressed with upgrades rather than replacement.

1036 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

This is an international issue. We need a strong project manager/leader who can make progress on this crossing. Wash Dot and ODOT are the two agencies most directly involved but they're working on behalf of the entire west coast. We must set aside turf battles and focus on keeping the I-5 corridor flowing smoothly and safely. The common good must supercede all personal agendas.

1037 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Admittedly, it's a delicate balance. Public transit is key. There are risks involved with it, particularly for downtown Vancouver, but it can be done in a way that both relieve the traffic bottleneck and benefit the community.

1038 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I do hope that you remember to retain the beauty of the communities that surround the bridge. I know that commerce is very important. However, trucks and cars do not have to have full access everywhere!

1039 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail and commuter rail should be top priority. Additional auto lanes will see problematic congestion in 10 years as it becomes more attractive to live further and further away from the downtown core because of the speedier commute. In this way, traffic congestion prevents sprawl. It's not always something to shudder at. Give the sprawlites another option such as high speed rail and light rail, and it not only solves congestion problems with the option for greater frequency of service, but also pollution concerns, and it further changes the arguably tragic American reliance on the automobile.

1040 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rebuild I-5 Bridge (5 lanes each way, 3 through) to include light rail. No 3rd bridge as some are suggesting.

1041 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

If people would take public transit instead of driving across the bridge, rush-hour traffic would not be an issue. We shouldn't cater to people's automobile addiction. Make it more painful for them to travel by automobile, not less so. Leave room for the freight vehicles. Also, we need better subsidies for freight rail, which is a more efficient means of transportation than truck. This would do a great deal to reduce traffic congestion.

1042 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

it would be help traffic if there was a west side freeway to bypass downtown to travel north on I-5

1043 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Asking if the benefits and costs should be distributed equitably is misleading, because some communities and interests are already being negatively impacted disproportionately. Those people and values should receive more benefits and less costs in the future plans. e.e., lower income families living near the bridge; fish and wildlife habitat; inability to move freight because of commuter SOV traffic

1044 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I am concerned about the liveability of downtown Vancouver being compromised by some extensive bridge on/off ramps.

1045 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

How many bridges cross the Willamette River in the Portland area and Why? 1.I-5 over the Columbia should be improved. 2. There should be a highway and bridge that goes from 217 across Sauvie Island and Rivergate to Fruit Valley to Ridgefield to I-5. 3. There should be a bridge across Govmt Is. at SE 192nd. 4. And there should be light rail at each. 5. Don't for get Railroad bridges, for high speed and freight trains. There growth will be more growth from now until 2100 than there was from 1917 until now.

1046 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I've already stated them previously.

1047 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Make sure river shipping is improved, not impact Pearson Airpark glide path, change BNSF rail bridge to lift span in the center of the river rather than the existing swing span in the north channel.

1048 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Not now, I might later after I learn more :)

1049 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Something needs to be done now, not 5-10 years from now. Frustrations grow daily with commuters...you can see that in the way they are driving, the number of accidents, etc. Anyone working on this project needs to make the commute to Portland for at least 2 weeks (daily) both morning and night and see what we live with. It is a nightmare.

1050 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think we need a third option for crossing the columbia river in the metro area.

1051 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

An innovative bridge design that reduces cost might help generate public support.

1052 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

This is way to late in the planning process. I think all residents of both states already pay enough taxes and any crossing over the river or on these frees way SHOULD NOT HAVE ANY ADDITIONAL TOLLS. Both states need to get over the finger pointing and just get the project done. everyone will benifit. any more it is not just the commuters that are suffering. The traffic issues increase every year this hampers both states tourist trade and the merchandize trucking that moves goods everyday up and down the west coast.

1053 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

BUILD A NEW MULTI SERVICE BRIDGE IN THE PORT AREA, ADD MINIMUM SPEED LIMIT FOR BRIDGE CROSSING, REDUCE BIG TRUCK TRAFFIC DURING RUSH HOUR - THROUGH TRUCKS GET DIVERTED TO 205, HAVE ELECTRONIC SIGNS TO NOTIFY TRAFFIC TO DIVERT TO 205, ACCELERATE FIXING ODOT'S DELTA PARK DEBACLE - TWO LANE CONSTRICTION, EXTEND LIGHT RAIL INTO VANCOUVER

1054 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

We absolutely need a bridge that can take MAX across the river, be safe for peds and bikes, handle trucks and commuters without delays from river traffic, and relieve congestion from marine drive during peak hours. The biggest impedement to this is Vancouver.

1055 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Has anyone looked into a commuter boat or ferry service instead of or in addition to bridge improvements?

1056 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It would be great if a MAX line could be incorporated into the project.

1057 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Consider communities in North Portland and the air pollution concerns.

1058 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No.

1059 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think those who use the roads the most should be paying for it, and a break should be given to those who commute by bus and/or carpool in fours. A toll bridge would be best since gas taxes take their toll unfairly on those who don't drive or are struggling to provide for family needs.

1060 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no.

1061 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Vancouver and Portland are one in the same. The politics and need to reflect the fact that the two cities work as one and cooperation on the issue is important. I know a large part of the problem is getting the voters to support these projects and sadly they seem to want to keep their tax dollars well sitting in traffic.

1062 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It would seem logical to connect Max (Vancouver's alternate) to the Yellow and Red Lines. I know people from Vancouver who use the Park and Rides now. Wouldn't it be good if they could get on in Vancouver.

1063 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

NO TOLLS@!!!!

1064 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

This project is taking too long. Also, Vancouver has seen that the HOV lane doesn't work - Portland also needs to eliminate that lane so that the traffice flow will proceed faster and some of the accidents and frustration levels will ease a bit.

1065 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I'd like to see MAX cross into Vancouver in the Columbia River Crossing Project area as well as I-205. It should go as far north as Salmon Creek. I'd love to see electric street cars running along major east-west streets in Vancouver including Mill Plain, 4th Plain and SR 500. I'd also support a sales or property tax increase to help pay for it all. But please, don't put a toll on the bridges.

1066 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

We must tackle this challenge now when it is a headache for the community before it becomes an inoperable brain tumor. The population growth in this area is far to high to wait.

1067 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have heard about moving the entire I-5 corridor west to try to use Highway 30 in Oregon and bypassing Vancouver to the west for a through-way corridor. I simply hope that this option be considered as it would help port traffic and through traffic at perhaps a much lower cost.

1068 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Good luck with this huge complex and expensive project!

1069 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please consider adding toll booths as another source of income to pay for the crossing improvements.

1070 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

NO TOLL for existing nor new bridge.

1071 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Maximum utility should be the goal. Singling out individual groups for benefits or burdens is absurd. The plan should seek the maximum amount of good for the most people as possible, but benefit should not be reduced for a particular group because of any perceived advantage they may already have. For instance, if truckers will have a 60% benefit, and the people who live within 2 miles of the bridge (I live within this area) only a 10% benefit, we should not reduce the truckers benefit unless the increase to other groups will be equal what is lost by the truckers. Too often public policy focuses on spreading mediocrity rather than doing the best with what we have and then accepting the results like adults.

1072 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

i HAVE TAKEN THESE TYPES OF SURVEYS FOR 7 YEARS NOW. YOU ARE STILL TAKING SURVEYS - STOP TALKING AND GET TO WORK.

1073 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Thank you for joining together, Portland and Vacouver, to work on this project!!! Thank you, thank you, thank you.

1074 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We do not believe lightrail is the answer. We need a new bridge that can handle the growing traffic and will shorten commute time so that people and enjoy Portland AND Vancouver.

1075 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

jUST KEEP TRAFFIC OUT OF THE RIGHT LANES DURING PEAK TIMES TO LEAVE PEOPLE TIME TO GAIN SPEED!!!!!!!!!!!!AAAAAARRRRRGGGGGGGG

1076 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

I think I blew most of my current ideas on the last 2 boxes. Until later.

1077 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't just build a bigger bridge. Making it easier to drive more cars across the bridge will put more cars on the bridge. (Bridge of Dreams - build it and they will come.) Let's have a long term solution that makes mass transit an attractive option. Get creative about financing so that we don't end up with funding approved in Oregon, but not in Washington (like Interstate MAX line)

1078 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add more lanes

1079 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No

1080 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

When an accident occurs on the bridge, it is hard for emergency crews get to the scene, even when time is of the essence in treating injuries.

1081 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I like the three bridge idea.

1082 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I would pay a toll to drive across a new bridge if it were big enough and had space for light rail that should be built to Vancouver to increase public transportation.

1083 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Include light rail in the solution

1084 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

If you allow better access you will increase the volume of traffic. I avoid I-5 because of the terrible traffic. If it is improved I would use it more.

1085 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There is a solution that fit the needs of all. environmental concerns should be dealt with in a manner that in long run does not severly impact the area.

1086 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

How about Lightrail?

1087 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I'm concerned that this will be yet another spending of millions of dollars to plan, then never accomplish anything.

1088 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Reversable lanes should include an HOV lane similar to Seattle.

1089 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I can't see how a bridge will hurt salmon, the Port of Portland is going to "dig" out the river for a port that is already dead with no concern for fish, what is a bigger and better bridge going to hurt. Maybe a plan for a bridge down river that would tie in Ridgefield to say the Cornellius pass road into Hillboro and points west. Removing large trucks from Hwy 26 and the Zoo tunnel.

1090 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

A new crossing should not effect traffic on I-5 during construction. A new crossing should provide a new route in the case of emergencies. The new crossing should provide for lite rail and heavy rail crossing.

1091 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no comments

1092 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

With the "Two State, Two City" team working toghether, this project could set the standard for other communities to follow. This project could help define the Portland?vancouver area to be ccutting edge, yet practical. With all of the elements that need to be addressed, this project is huge. Not only does it need to address car and truck traffic, but also pedestrain, large boat river traffic, and pedestrain traffic. The Portland/Vancouver area could become an Internation destination point not only for tourists, but also cooperations. Imagine a person or family coming into Portland or Vancouver and having access to an entire area, not just one city.

1093 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A new I-5 bridge is needed but a another bridge from HWY 30 by Sauvie Island is needed as well to keep truck traffic off the limited capacity of I-5 as it goes trhough N.E and N. Portland. My proposal would be to build a new HWY 30 bridge crossing near the Sauvie Island area first. Then level and rebuild a New I-5 bridge.

1094 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The easier and more comfortable the commute between Vancouver and Portland, the more likely people will drive. I would like to see a mass transit system established between the two cities that runs frequently and efficiently. I would like to see more emphasis on alternative than easing the burden of single occupancy vehicles. If you could provide the transit, and get people to use it, the truck traffic wouldn't have any problems. Simply widening the roads will only encourage more people to continue driving. I am very concerned about the effect of the air pollution and noise on the people who live nearby. I-5 has already split many neighborhoods in half. There are more people of color in these neighborhoods than anywhere else in the city. I think there is a huge environmental justice component to this work. I would prefer to see more work going into reducing the highway impacts on the nearby residents. I also think that making the road wider and easier to negotiate only encourages more use--and that mostly means single occupancy vehciles.

1095 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It would be an improvement if the bridge could be raised in height so that it didn't need to be a draw bridge.

1096 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

In addition to building a new transportation system for the I-5 Columbia River Crossing, a 3rd bridge and transport system should be reviewed for a West bound traffic.

1097 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No. Said enough.

1098 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Just safety.

1099 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Need to eliminate the delays due bridge lifts and the lane restrictions within three miles.

1100 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As a relatively new resident near the north end of the I-5 bridge, I want to see improvements but not at the expense of my property value.

1101 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Any plan should include the use of a Max Train.

1102 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I own a condominium on the 6th floor of the West Coast Bank building, looking out over I-5. I fear an elevated bridge with a ramp outside my window. I don't want to be any closer to freeway noise, I don't want to lose my view of Fort Vancouver, Pearson Park, and Mount Hood. We paid a premium for our view and don't want to see our propertiy decrease in value because of raised ramps or more traffic.

1103 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bringing MAX to the Washington side of the river would be a benefit.

1104 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Concern: Spending $millions to arrive at the politically correct solution, favored by the elites, but which doesn't help most citizens and taxpayers...which will then lead to the plan's demise, a squandered fortune and more lost time. The public answers this survey EVERY WORKDAY with their time, investment, and lives. Look out the windows for your most accurate results.

1105 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

we need an improved rail transportation system to Seattle

1106 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think there should be a new bridge built in additon to the current, not a replacement. The current bridge can be used for local (non-freeway) traffic, bike, pedestrian, and mass transit (converted for light rail, bus, etc) . The current bridge would still connect to Hayden Isl/Delta Park while the new bridge would bypass the area for interstate travel.

1107 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't even do it if you can't convince Clark County residents to buy in to a light rail connection.

1108 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I believe that this project will not create any lasting solution. It is a bandaid solution at best and a very costly bandaid!

1109 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

We can't wait 20 years for a solution. But than again, I might no be around 20 years from now.

1110 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I know that this is move to push lightrail to Vancover and their was too many key elements that implyed to start that process.

1111 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

build another bridge, a mile out of my way is better than sitting in traffic for 3 hours.

1112 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Not at this time

1113 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Git er done !!!!!!!!!!

1114 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Any new or upgraded crossing should be able to accomodate high-speed trains that will (hopefully) one day pass through the area.

1115 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The corridor project should consider other non-I5 alternatives to assess whether they can provide greater incremental capacity and are most cost effective (per travel-mile)

1116 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As a docent at the Pearson Air Museum, try to preserve the Ft. Vancouver site...if possible...

1117 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Immediately improve the southbound bottleneck at Delta Park. At the same time, I would also suggest that the City of Portland fix the bottleneck at the junction with I-84 at the Rose Quarter

1118 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

think there needs to be added crossings

1119 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please consider the needs of cyclists and pedestrians at the southern interchanges of the east-side bridge (near Safeway) .

1120 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No

1121 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I have not yet learned of exactly what is being proposed, but for the ideas floating around. Perhaps I missed something, but the news media don't give me a clear perception of just what has been proposed.

1122 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It seems that adding a bridge to the west as part of a west side metro by-pass would reduce congestion on I-5 at the bridge as well as the downtown to river stretch. Most citys of this size have "belt-ways". We have 1/2 of a belt-way and seem to in deep denial of how far behind we are in our freeway system.

1123 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no

1124 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No

1125 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Project should have a strong transit and HOV component.

1126 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No Loot Rail Max Trains in Vancouver, We need a third bridge on the west side, expand bridge capacity, no bridge lifts during rush hour, get rid of the silly traffic lights to enter the freeway because they are a major problem in the traffic slowing (especially the Jantzen Beach Northbound one - it takes an extremely fast car to get up to the speed limit with the road that's available) , No Loot Rail Max Trains to Vancouver.

1127 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It does no good to just build bridges without the access being improved adequately to eliminate bottlenecks all through the routes within 10 miles either side of the river. I strongly believe conjestion pricing should be implemented as a way to pay for any new roads and TRANSIT.

1128 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Not really. You all have a HUGE job ahead of you. I will look forward to seeing how this all plays out in the future!

1129 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Although it is considered a separate project, the widening of I-5 in the Delta Park area should take into account the possibility of widening the Columbia River Crossing. It would be foolish to add only one southbound lane in this area if the Crossing will soon be widened to four or more lanes -- the bottleneck will not be elminated. We do not want the I-5 corridor to become an eternal construction project like US26 west of Portland is. That stretch of road has been under construction for at least thirty years; possibly longer.

1130 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Have the crossing eliminate the rail bridge because it is too unsafe for river traffic to negotiate the opening, especially if they have to wind under the I5 bridge hump. Consider leaving the Interstate Bridge, but build a new structure to the west combining rail and vehicles. Two vehicle bridges provide redundancy and share the traffic load. Interstate Bridge would provide local business access if the new bridge were so high as to overshoot Jantzen Beach businesses. Definition of "comprehensive solution" mentioned earlier: Provide an entire new west side path around the metro area, equivilent to 205 on the east. Get the Oregon "west side bypass" constructed from the I5/205 interchange up to Hwy 26/185th area, then continue north over the hill, thru Rivergate area, build the new Columbia River crossing bridge, continue thru Fruit Valley region north to connect at I5/205 interchange near the Fair Grounds. I know this is a lot of money to do. But just building a new bridge leaves downtown Portland's I5 still jammed. And the 205 east side bypass is now unusable early morning and after 3 pm due to traffic volume (many trying to avoid the I5 central corridor. You can't expand in the central corridor, and 205 would be very expensive to widen, so please consider a full west side bypass with your new bridge. Thanks.

1131 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

the crossing should include light rail

1132 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

It is hard to support this proposal knowing that for less money and in less time a more complete alternative that spur more economic development and job creation, better solve freight mobility needs, that solves heavy rail needs, that will make the NW Businesses more competitive, that improve navigation on the Columbia River better, will reduce environmental problems better, that includes Light Rail options at no extra cost and uses a more affordable Portland Street and BNSF Rail corridor openning up both Ports. The question should be there any justification for a Columbia River Crossing project when compared with a new Bi-State Industrial Corridor.

1133 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Use Vancouver CANADA's light-rail system SkyTrain - and its bridges - as a model. (See http://www.translink.bc.ca)

1134 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I do not want light-rail tracks figured into the plan. If legislation passes to allow light rail to cross the river, let them build their own bridge.

1135 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is a regional problem - so funding should be spread out among the region + federal dollars since we are talking a interstate system.

1136 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Effects this project will have to traffic flow and navigation patterns beyond the immediate area. Aesthetic qualities of state entry points to promote state tourism and enhance state images.

1137 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

other easy connections to shopping/commerce at Jantzen beach without using I-5

1138 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Good Luck. This is a very complicated project, but it is key to our economic vitality. Consider Freight only transit lanes/ Perhaps Freight and Buses can share lanes together.

1139 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

make it tall enough to avoid stopping traffice to raise the bridge.

1140 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Might need to seriously consider removing the exit on Hayden Island...

1141 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Planners need to listen to the public. So far the opinion has been that the planners decide something and then try to convince the public that is what they (the public) wants.

1142 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Information should be provide about the current state of Health of the communities along the freeway. Any upgrades need to be wayed against the negitive health impacts on I5 residents.

1143 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Something definitely needs to be done through this area. However, I don't believe a toll is the answer to help pay for it.

1144 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It seems like you are rewarding suburban sprawl (Vancouver planners, businesses, citizens, and political leaders have lost all the farm land that once was in use) by what seems to be a push for a ten lane component to the new bridge. I wouldn't suggest anything over eight lanes. And I would push light rail and High Speed Rail. The light rail handles lower incomes in the loop and the high speed rail will be a great service for higher income individuals and for everyone to move quicker North or South. Hopefully, the bridge can be a suspension type with one large tower on Hayden Island (Observation Deck please) and one shorter tower close to the Washington shore. The three tower would be locate just South of the Columbia. Ray Whitford

1145 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build a taller bridge that does not need a lift system.

1146 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Understandable there will be some concerns from those neighboring the bridge, I think it should be important to stress the huge improvement to their area by having this crossing be more efficient. Timelines are equally important. If you could pad the timeline then if it's completed early everone involved looks like heros.

1147 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The amount of time this entire project will take. we are already suffering the bottlenecks, we need a solution now, not 20 years from now

1148 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

What "proposed changes?" I didn't know there were any proposed changes. What are you freaks talking about?

1149 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think it would be a mistake to try to build a light rail connection to Vancouver as the primary solution.

1150 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please think about the long term. Also consider the rights of children, whose health is being adversely impacted by excessive diesel particulates and other substances in the air.

1151 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Do NOT add light rail to the I-5 bridge project.

1152 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I read the September 2005 "The Interstate Bridge: At a Crossroads" flyer and thought it was biased towards replacing the existing bridge. The comments about "Bridge Lifts", "Seismic Reliability", "Pedestrian & Bike Access", and "Narrow or Missing Shoulders" all leaned towards replacement. These coditions exsist many other places. I don't think all options will be given equal consideration. How about a third span that is reversable and when building it fix the approaches and access at that time. When the big earth quake hits, there is going to be many things falling down before that bridge.

1153 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Would like to commute by bike but it's not easy to access the bridge from the portland side. would be nice if any new crossing looked good.

1154 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Study the impact of on-ramps near the bridge and how they affect traffic flow during peak commute hours. Perhaps a solution would be to create a bridge that allows traffic to flow non-stop across the Columbia from the current Marine Drive on-ramps, thereby eliminating the bottle-neck effect those on-ramps currently have on traffic.

1155 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

This solution needs to happen now. If we wait too much longer, the problem will get worse and have a negative economic impact on the region.

1156 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

will the builders be chosen in a fair manner?

1157 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No. Thank you.

1158 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Not now

1159 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

If you could provide good alternative transportation options, then problems concerning commuter/trucker times, impact on locals, impact on the flora/fauna would also be reduced.

1160 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It makes more sense to rationalize local transportation needs than to simply invest in larger transportation corridors.

1161 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Put the tolls back on the bridges now and start banking the $$$.

1162 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I wish to emphasize again the importance of transit options. We can do as much to relieve traffic pressure by increasing public transit, pedestrian/bicycle options, and carpooling facilities as we can by continuing to build bigger bridges. PLEAE emphasize these alternatives in any plan.

1163 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I encourage the increase of public transportation options.

1164 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I am a student at Portland State university and my major is in Civil Engineering with a minor in Community Development. I would like to know more about any impact to the community and transportation modes. I would also like to get involved when I have the time in my schedule.

1165 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The Columbia Crossing Committee uses population growth and traffic volume growth forecasts that seem to be based on overly dramatic increases in population and 1-5 traffic. But is does not take into consideration higher gas prices that are forecasted to be $5/gallon within two years and $10/gallon or more within 10 years. The Wall Street Journal recently reported that the recent increase in gas prices has decreased vehicle use by 10% or more in some areas. If a minor increase in gas to $3/gallon has had this impact what will $5 or $10/gallon gas prices due to the 1-5 bridge vehicle traffic forecast? If the past increase in I-5 bridge traffic volume was due to the very strong increase in Vancouver commuters, and the growth in Vancouver commuters was due to political factors like the absence of an income tax and lower property tax in Washington and no sales tax in Portland, what would happed if these political factors changed?

1166 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I wish we could find another way to deal with this problem. It is just stupid that we have only two crossing over the columbia. Any improvments to the I5 will only encourage growth in areas like woodland. This will leave downtown vancouver and hayden island in the middle to suffer.

1167 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no

1168 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

be sure to include major policies (and budgets) investing in public transportation (e.g. MAX line from Vancouver to Portland), bike lanes, pedestrian sidewalks, high occupancy lanes

1169 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no

1170 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

How traffic will flow while new bridge or reconstruction is taking place. Cost. I am concerned a contractor with employees backed by a union will get a hold of this project and it will end up taking longer and costing more.

1171 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Need more lanes! I-5 was barely wide enough in the 60's. Need solutions NOW and not in 5+ years!

1172 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Thanks for all the hard work you're doing to improve our roads and our lives!

1173 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Extending light rail to Vancouver does not deal with peak commute travelers. Commuters want a single trip that takes the least amount of time. Light rail will require at least one transfer and will take significantly longer than C-TRAN's commuter express buses. Express bus service should be a priority, regardless of what TriMet thinks.

1174 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Good luck!!

1175 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

NO

1176 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

limit the imput of local residents that do not see the big picture and benefit of traffic relief on Hayden Island

1177 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Price reasonablness should be the only monetary limitation. Use cost-limiting/incentive contracts where feasible. All our OR and WA national legislative reps. have to realize this issue as their first priority and take immediate actions as a responsibility to their constituents. We are already behind the curve for a finish date and we won't catch up without them taking comprehensive fiscal (only!) action right away.

1178 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Remember that Businesses located in the downtown area must not be compromised in the long run!

1179 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

TOLLS, TOLLS, TOLLS. If retail businesses want to attract, say, Washingtonians to spend tax-free dollars in Oregon, then let Oregon retail businesses behave like Portland's downtown: Have 'em create a "Free Toll Stamp." Again, let those who rely on a given thing pay for that given thing. CONSIDER SOMETHING TOTALLY DIFFERENT: Ferry service with large park-and-rides nearby. DO send commercial traffic elsewhere: Either onto 205 OR, better yet, onto a NEW BRIDGE between Industrial Ports in Vancouver and North Portland.

1180 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I have attached a link below to a site to Cooper River Bridge. They seemed to face some of the same challenges the I-5 project does. Irecommend we follow thier example.

1181 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

THe biggest issue seems to be lack of land to widen the main crossing. I hope that land is still available by the time a plan is put in place. THis is crucial to Vancouvers success as a city. We shoudn't have to move to Portland just becasue we work or may want to visit from time to time.

1182 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

People's attitudes about public transportation have got to be changed! When the voters of Clark Co turned down the opportunity to extend light rail to their part of the area, they blew it! Even when stuck in a traffic jam you can sit back and read or chat with your fellow travellers, not getting stressed because you are not driving.

1183 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Fix the problem

1184 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The only thing I can see is that you have your work cut out for you. Good luck. Melinda Bell 1301 W. 40th St. Vancouver, WA 98660

1185 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Making it easier for more cars to use this area is not always the answer. Give some viable public transportation alternatives. LIGHT RAIL.

1186 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Vancouver residents have been resistant to extending the Max line into Vancouver. They should be overruled! Public transportation is the best way to reduce the number of vehicles on the roads but the connections have to be faster and more convenient than they have been.

1187 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Avoid paralysis through analysis.

1188 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Developers who build ginormous housing projects, or outdoor ampitheaters or have plans for big retail complexes should be reponible for impact to transportation. Port traffic is huge and I'm guessing the average citizen (unless he or she drives on 4th/Mill Plain on a regular basis is not aware of this. Creating an interchange that keeps this in mind (e.g. safety, traffic flow) is critical.

1189 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The congestion seems to be caused by the many merger lanes just as you enter the bridge and leave the bridge. Huge slow downs are caused by the shortness of off ramps and corners that have to be taken. The off ramps should be farther away from the bridge and straighter. The on ramps should be the same.

1190 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

YOUR SURVEY LINKED ENVIRONMENTAL AND ECONOMIC IMPACT IN THE SAME QUESTION. THIS WILL MUDDY THE DATA. I AM OPPOSED TO AN ENVIRONMENTAL IMPACT BUT FEEL THAT WE SHOULD ALL SHOULDER THE ECONOMIC IMPACT. THE LIGHT RAIL WAS VOTED DOWN THE LAST TIME IT CAME ON TO THE BALLOT...AND THE RESULT IS A HUGE TRAFFIC SNARL WHEN WE COULD BE ALREADY UP AND RUNNING WITH A TRAVEL AND COMMUTING SYSTEM THAT WOULD ALIEVIATE THIS MESSY, POLLUTING SITUATION.

1191 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No

1192 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The long term economic impact to the area of not fixing the problem is severe, so short term issues to businesses and residents need to be considered in that perspective. Similarly, the impact to wildlife and the environment will be greatest during constuction. Even another bridge in a new location would have minimal long term impact on the environment and wildlife. Historical and cultural sites are important, but historical significance, uniqueness, teaching value, etc should all be considered. Just being historical or cultural is not enough, you can argue every square inch has some historical or cultural value. On a personal note, I am a WA resident who pays OR state taxes and get virtually nothing for it. If WA residents Oregon state tax money went toward improving our commute, I would feel much better about it.

1193 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Consider other alternatives before going to the expense of building a new bridge (widen Delta Park, improve existing access roads and ramps, etc.) I am also 100% AGAINST a toll bridge of any kind. The main reason I come across the I-5 Bridge is because my place of employment is on west Marine Drive. I already pay income tax to Oregon -- a state in which I cannot even vote on how my money is spent (taxation without representation) and a toll would be just as much of an unfair financial burden to me and other Washingtonians who have no other choice but to use the bridge to get to work.

1194 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

My prayers are with you all!!

1195 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

These improvements must be started ASAP !!

1196 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Is there any possibility of building another bridge west of the I-5 Bridge that could be incorporated into the existing highway system?

1197 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My major concern is that the cost/benefit ratio for all taxpayers and benificaries will not be equitible.

1198 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I cannot stress enough how the growth of our area (Salmon Creek, Battle Ground, La Center, Woodland) makes it essential that a third bridge be built in West Vancouver, not east county.

1199 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Perhaps if Clark County residents continue to vote against MAX funding they should be given a choice: MAX or a toll bridge.

1200 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Even if they start construction on a new bridge right now, by the time that is bridge is finished, we will be as congested as we are now. This is a quote from my father before the 205 bridge was constructed. I think it is as true now as it was then. We are about one bridge behind the traffic growth in this area.

1201 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I think that this is a very important improvement that should be implemented as soon as possible.

1202 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

when a plan has been decided on make sure that it will accomadate future growth or have a exspansion plan to handle the traffic.

1203 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

This is a HUGE project. Thanks for taking it on! Anything would be an improvement over what we have now.

1204 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bring Tri-met accross to Vancouver

1205 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make sure we don't eliminate transportation options for those who are not capable of driving or who can't afford cars. Consider vegetable oil fuel, hybrid busses and trains, anything that's forward looking. And make sure there are some connectors to bring people from north Clark County and south Cowlitz County in close enough to use mass transit. Toll bridges are a good idea and should appeal most to those who resist taxes and want all transit to pay for itself.

1206 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Are we going to have a new bridge West of the I-5 briges?

1207 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

air traffic flow over bridge if double decking. Pearson and PDX may need to alter traffic flow by starting early turns.

1208 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge should be designed to get rid of any lifts that stall traffic.

1209 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

make this something we are known for doing well, not for something future generations will comdemn us for...

1210 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Using existing railroad bridge and rails for commuter TRAINS to downtown Portland.....an old concept that should be revisited.

1211 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Would a west-side by-pass like the east side I-205 by-pass be an option?It seems as though most major cities have them surrounding the city,but Portland doesn't.

1212 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Get going. Any plans you develop will already take years.

1213 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Fix the problem sooner than later please. Thank you.

1214 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I know this is the beginning stages of the process, but I hope it doesn't have to take 20+ years to come to fruition.

1215 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

NO

1216 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

See above.

1217 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

NO Toll River Crossing, Go Under The River!!!!

1218 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

lite rail is not and should not be considered at all until vancouver has a detailed plan to invest and build lite rail. until then focus should be on bus stops and regular highway traffic

1219 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

How about paying a bonus to any trucking company that, in the interrim period, keeps its trucks off I5 during peak periods. The impact to delivery schedules should be minimal, as a truck idling on the fwy as it crawls along for an hour or so surely costs about as much as delaying an hour and being able to hit the road at a decent speed. Keeping the big rigs off the fwy would free up 3-6 car spaces per rig and decrease the braking required as a big rig is merging into traffic. Could a max line be run over the burlington northern tracks fairly easily? Could the task of building a new bridge be given ot the Army Corps of Engineers? They can whip one out really fast in an emergency - why not as an option to paying some private company which will no doubt botch, delay and increase the cost over time? Build the new bridge 'over' the old bridge. Use the same technique the built the Fremont bridge - make it high enough to not have to be a draw bridge for river traffic to pass under. Petition Oregon to get rid of its carpool lane through North Portland. It doesn't work any better than ours did over here - and makes the evening commute so much worse.

1220 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Simply put, a new bridge needs to be built at the I-5 crossing. Another bridge should be considered along the river as well, perhaps East of the I-205 bridge due to the major growth of that area.

1221 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I'm not convinced our rail system is being used to its full capacity, nor being used as it was intended. Relying on trucks to move freight up and down the I5 corridor that the rail system was meant to do is not efficient.

1222 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I believe any government project leads to unnecessary spending ...and usually substandard construction for top dollar prices. How can you assure the public that the project will stay on budget, and will be completed at a fair price??? (especially since we won't have Donald Trump leading the project)

1223 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

no lifts

1224 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

3rd Bridge & enhance existing structure

1225 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No.

1226 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bridge should be widened, but I think the MAX should be extended across the bridge. I think that is the priority. Vancouver would make so much more money in their downtown, if people from Portland could get there in 10 min vs. an hour drive because of traffic.

1227 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Enable future light rail to use the new structure. Try to find a way to add widening the Slough bridge in Oregon as part of this major project.

1228 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Good luck finding money to build it! Hope it happens in my lifetime!

1229 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Most of the congestion coming into vancouver is right at the bring (janzen beach on ramp) On both vancouver and portland side there needs to be a much larger merge lane coming onto the bridge. Also there are too many semi trucks hauling on this road during rush hour. I propose an additional bridge connecting at leisure rd for local residence who could then use sr14 either way

1230 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The sooner the changes are made the better!

1231 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Quick takling and start building.

1232 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

"We" need another way across the river (either additional or just plain new), but the financing of it will be painful--especially for the local people. The I-5 Corridor is a MAJOR nationally-used freeway, so AT LEAST PART of the expense should be spread across the entire country; i.e. FEDERALLY!

1233 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

One, your questions are more rhetorical than probing. It might be good to find ways of engaging us, the public in haing to wrestle with the problem instead of beind hand fed solutions. Although that might be impossible! Make us wrestle with some problmes such as an unplanned bridge failure and making decisions about handling that. Do good!

1234 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
x	Economy and Freight		Safety and Seismicity		No Comment

this traffic snarl at the bridge should have been dealt with 20 years ago. it is an impediment to commerce and a deterrent to enjoying portland and vancouver city centers.

1235 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I believe a replacement bridge should be created at a different crossing point, perhaps more west, to avoid creating years of problems and perhaps to create an inexpensive option to add MAX now or at a later date

1236 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get going! This has taken way too long. According to your literature, the bi-state studies started in 1998. What has been accomplished in 7 years? I've seen no evidence of forward progress. At this rate, I'll be retired before there is substantive action - and that's in 15 years!

1237 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The core problem area is not just a rush hour problem. I haul freight across the bridge at 2:20 am and almost always have to dodge cars getting onto I-5. Lets make enough room for proper merges and exits and volume of vehicles, no matter what time of day.

1238 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please encourage mass transit, bicycling, walking, etc.

1239 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

It is long over due!

1240 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make sure that there is adequate community input. Think long-term for the I-5 corridor for liveability.

1241 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Leave the steel bridge for now, it still has a lot of life left in it. Instead, build a truck bypass bridge; Richfield Jct I-5 cross Lake River to POV by way of SR501 and then new Truck only bridge cross Columbia to North Portland. At the same time restrict I-5 from Vancouver to North Portland from 5AM to 8PM from trucks with 4 rear wheels to delivery only. MAX is needed!!! in Vancouver, get it done ASAP. HOV lanes for I-5 to North Portland without a brake in them at the bridge. The brake in them at the bridge is why they didn't work well before, that just put HOV users in the same bottel neck that everyone else was in. This was NOT a very bright idea. Express tunnel-directional express tunnel with MAX included from Haden Medows to Vancouver. It appears to me that most of the preposals brough to the front are only good for the next 20 years at best, we need to be thinking 50 years out or we will just be doing it all over again 10 years after we get your new bridge done.

1242 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

When you build plan for the future for expansion. Similar to the planning of I-205 which is plenty wide enough for expansion

1243 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I would like to see the max light rail come into Vancouver. i thin public transportation is a vital part of a thriving community. I like the idea of a tunnel under the river.

1244 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As previously stated, these are problems that extend all the way south to I-84. The entire corridor needs to be considered in totality, not just one 5 mile section.

1245 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get started on it NOW and get it done fast. Don't take a long time debating merits of one plan over another. Idling autos are increasing pollution and creating road rage.

1246 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There should be a two step process followes. First, immediately implement changes that will increase traffic flow during peak periods. Second, work on a long-term solution (alternative crossing).

1247 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I just spent 3 weeks in FL and it seemed that every few miles I had to fork over for a toll. I felt ripped off each time. I pay my taxes and most of that money is spent on CRAP. Its time our taxes goes were its really neaded not free money for deadbeats

1248 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Thank you for your time.

1249 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Really, the big thing is to get more people out of their cars. Public transportation needs improving. Not just buses that you have to transfer several times to get where you are going. More/extended Max service would help. We spend far to much time in our vehicles. Life is to short to spend it sitting in a car alone.

1250 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I use to commute a lot on bicycle and hope that the new bridge keeps non-vehicle commuters in mind in planning. Hopefully America will catch up with the rest of the world when considering other transportation options besides the Automobile

1251 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Perhaps there is a way for Vancouver commuters to have train traffic increased to utilize rail commuters separate from light rail operations...using current freight/Amtrak lines to quicken the access and develop light rail from Union Station in Portland to other parts of the metro area.

1252 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No.

1253 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Continue with the process and move forward as soon as possible.

1254 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I know this is about I-5, but part of the plan should be another bridge. Maybe it means making improvements to the existing bridge and building an new one to distribute traffic flows over a wider area.

1255 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

should look at seperate crossing for trucks

1256 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We will NEED mass transit crossing within the first decade of any new bridge use. Bring the MAX across!!! I would park the car if I could get downtown on the MAX from Vancouver.

1257 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bridge, access, and smooth flow of traffic for commercials, commuters and others should be completely solved, in place, functioning AND paid for before any consideration is given to the Columbia River Crossing or any plan that would increase population in Vancouver, develop the properties adjacent to the Quay, etc. Downtown Vancouver, (or 'outer Vancouver) , for that matter, cannot handle another 20,000 (as has been estimated) people.

1258 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

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1259 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Good luck! You have your hands full.

1260 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I'm glad to see that the folks in charge of this project have realized that the issue isn't "just the bridge" but rather the whole system of roads feeding the bridge. The bridge, honestly, should be basically transparent to the driver when this project is done. The more important thing is to be able to handle the volume of traffic in the whole area and not create the choke point that exists from basically Killingsworth street all the way to 98th Street in the 'Couv.

1261 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

since 70% of the trips over the bridge start or end in the area around the bridge, focus on a "local" bridge instead of expanding the current bridge. This will allow for an alternative route if the has to be closed for some reason. Expand public transportation options which are limited to rush hour services.

1262 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Your questionaire does not have a place to check "I don't know," so I lef t some questions blank. Since I use the bridge infrequently, I don't have opinions on some issues. I do cycle a lot, and I would cycle over the bridge more if the cycling route more more convenient and safe.

1263 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation or extension of the Max would be a real asset

1264 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no

1265 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Keep on keeping on.

1266 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Thank you for forming this partnership to study the options. I, as a taxpayer, really appreciate the commitment from Washington and Oregon to study together.

1267 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I find it amazing that it has taken this long to be taking this matter seriously. I can't even imagine the traffic problems that will occur before a new crossing is available for all time use.

1268 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't encourage commuting and put some curbs on growth in the area.

1269 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

NONE

1270 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please get the traffic our of our neighborhoods.

1271 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Is a cable-stayed bridge being considered? Like the Clark Bridge over the Mississippi River from Alton, Il to St. Louis, Mo.? This was the subject of a Nova TV program. Very impressive and yet practical.

1272 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Are you or will you be contacting major employers along the corridor and asking them to distribute this survey to their employees? Would you consider holding forums at major employers along the corridor?

1273 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need to invest in a fantastic piece of architecture more than we need an "affordable" solution that compromises aesthetics.

1274 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

See previous comment about a tunnel option. It may not work due to cost, constructability issues, etc., but it's better to consider the possibility now while everything is conceptual than wait until the end and have something say "hey, why didn't we . . ." Roger Baugh, PE

1275 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It's not possible to eliminate impacts on everyone with benefits to all. Make some compromises based on good judgement, common sense, and stop trying to please everyone.

1276 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The best solution is not going to please everyone. Someone (or several entities) are going to be negatively impacted to expand highway lanes in this area. But the long term benefits outweigh that issue. Short of making either I-205 bridge or the I-5 bridge a double decker with traffic going south on all lanes below or above - we are going to have to displace someone or somethings to make room for more traffic crossing area over the river. Simply stated - we need some strong leadership to make difficult decisions to address this problem as it is only going to get worse (hard to imagine it being much worse than it is now).

1277 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I have a current concern about the metered entrances. The one for I-5 North at Delta Park has traffic backed up for three blocks at certain times of the day. It blocks customers trying to get to businesses in the area.

1278 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

What is the possibility of building another bridge nearby?

1279 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

It's a big project, I'm glad I'm not involved, but hope it turns out well.

1280 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I fear that the requirements for collaboration, environmental and social impact assessment will greatly and unnecessarily extend the length of the project or perhaps doom it altogether.

1281 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

light rail, light rail, light rail.

1282 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't be lured by short-sighted solutions. Our region will need more than just automobiles and trucks to meet our transportation needs in the coming years. Mass transit, bicycles, and other creative solutions should be given equal consideration during this project. Good luck!

1283 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As previously stated, another bridge is NOT a solution nor an option. It wouldn't solve the problem in the long run. From my point of view, the only solution is rapid transit, such as MAX, running in both the I-5 and I-205 corridors. That would relieve the vehicle traffic. Yes, it would take quite a bit of design change for both bridges to add a light rail section, but I believe it would be worth it.

1284 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight	x	Safety and Seismicity		No Comment

I think the planners need to find another alternative and only make needed changes to the bridge for earthquake safety. The residents, environment, and existing businesses should NOT have to be destroyed just so people who live in Vancouver can work in Portland. Lets think about the impact this has on Hayden Island residents. They purchased homes and business and that should never be taken away from them because of a road or bridge. It is a blatant disrespect of residents and business owners on Hayden Island.

1285 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Look broader than just a quick fix to the I5 bridge

1286 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Yes. If tolls are considered as a funding method, then freeloading bicyclists and transit riders MUST also pay a toll. Motorists MUST not be required to subsidize bicycle ammenities and transit crossing the river. Also at the very least, the older of the two existing bridges needs to be preserved, possibly as a connector for local traffic from Vancouver to Hayden Island.

1287 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

actually, I have 8 priorities for this future I-5 bridge... 1) 4 to 5 lanes in each direction with wide emergency stop shoulders: 2) possibly a double decker: 3) a structure that is tall enough for ships to pass without having to draw the bridge: 4) revamped, elongated, streamlined entrance and exit ramps: 5) light rail right-of-way: 6) earthquake resilient: 7) exceptional lighting: 8) bicycle path:

1288 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Expanding the bridge to accomodate more automobile traffic will only push this problem onto future generations. Meaningful, long-term change must include a decreased dependency on cars and trucks along with an increase in public transportation options, for example, a light-rail line across the river.

1289 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Just don't let it go on and on like the light rail project in Seattle!! Just do it!

1290 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

When there is an accident or stall, a better way needs to be discovered to clear the road so there are fewer delays. Maybe a loarge forklift or similar machine needs to be kept on a parking area in the middle of the bridge that can just pick up most vehicles and move them out of the way until a quieter time. This also might become a visual warning to some of the idiots.

1291 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Well I would like to say that a new bridge should be able to last at least century and have four lanes each way. I would also like to say that there is no Columbia Bldv exit going south, and I think there should be one. ANd the lanes on the bridge now are too narrow, I believe people tend to slow way down because of this causing traffic jams.

1292 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

One cannot deny the fact that a new bridge much like the Glenn Jackson will be needed soon. To cut down on the unavoidable footprint caused by a new bridge has a design similar to the Maquam or Fremont been considered that has two levels (one northbound, one southbound) thus creating a narrower brigde? Also, is it possible to build this new bridge above the exisiting I-5 bridge to prevent long term interstate closures during construction and to help minimize the impact on the surrounding area?

1293 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The questions on this survey are slanted to effect the outcome. For instance, under "Priorities" you've listed "reduce the economic and environmental impact." For those, like myself, who are more concerned about environment and preservation of the historic structure, my response can only be misleading, no matter how I answer it.

1294 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Have you considered a bypass bridge for commercial truck traffic alone? That would do a lot to eliminate the congestion during peak hours, as a large majority of the traffic consists of these large vehicles and their loads.

1295 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The whole transportation plan for I-5 must be dealt with in a comprehensive manner; meaning Delta Park to Columbia third lane project, Rose Quarter bottleneck, as well as the bridge and light rail to Vancouver.

1296 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

none

1297 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I am concerned that the older generation in Vancouver may sabotage this effort, I believe that is what happened when the funding for light rail did not pass. It is a concern that they want Vancouver to stay a smaller community, but it is way too late for that! They need to further educate themslves and not just respond to their wish for the ideal small community.

1298 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get it done. Get it done soon. Too bad for the immediate neighborhoods - progress happens. Too expensive? Tax the users - there's money for it if you look, and it's rediculous to waste time and fuel sitting in traffic everyday. Get it done.

1299 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The only way to make it work is a complete set of new bridges or a complete restructuring of how things are moved from point A to point B, Mass transit, bupass from fair grounds to the Wesy to connect to I5 near Tualitin, ximilar to 205 of the East.

1300 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Althought careful planning is needed. It shouldn't take years and years to start the process. This need is overdue!

1301 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Would like to see the MAX train going all the way to Salmon Creek: where I-5 and 205 meet. Perhaps we might consider building a completely new bridge while keeping both older bridges open.

1302 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I HAVE READ THAT PORTLAND IS IN THE WORK OF EXPANDING I-5 SOUTH OF THE INTERSTATE BRIDGE. I THINK THIS COULD HELP SOME OF THE CONGESTION BUT JUST FOR A WHILE. I BELIEVE MOST ROAD IMPROVEMENTS FIX THE PROBLEM FOR A SHORT PERIOD OF TIME BUT NOT ENOUGH THOUGHT IS GIVEN FOR THE FUTURE GROWTH.

1303 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

COncerned about traffic during construction, length of time for proposed changes to be completed & where the traffic will be diverted to.

1304 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is ridiculous to have a draw bridge on a major Interstate route. A Park and Ride facility for rapid public transportation between Vancouver and Portland should be included to encourage use of public transportation means. Establish minimum and maximum speeds for crossing of the bridge and on the Interstate with enforcement of driving in the right lane unless passing or in a traffic jam.

1305 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Tolls might make sense to help pay by users of the bridges

1306 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

GET ON THE PROBLEM AND INCREASE THE CAPACITY OF THE HIGHWAYS AND BRIDGE IMMEDIATELY..... WHEN THE REPAIR TO THE LIFT OF THE I-5 BRIDGE WAS TAKING PLACE A NUMBER OF NEW "TEMPORARY LANES" WERE ADDED. I SEE NO REASON THAT CAN NOT BE DONE RIGHT NOW TO HELP STOP THE WASTE OF TIME AND RESOURSES THAT IS HAPPENING NOW....

1307 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

n/a

1308 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As stated before, immediately relieve the Delta Park embarrassment then site a new bridge to match current and modeled traffic patterns.

1309 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation should be given primary importance in this project.

1310 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is time for action. I suspect there is funding available and there are great minds available to solve the issue. Let's spend less time thinking about it and more time doing something about it.

1311 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A recommendation to consider increasing transit won't help if transit is slow getting across the bridge & it increases traffic congestion. The bridge needs to accomodate the # of cars and trucks that now need to cross over.

1312 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Not at this time.

1313 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

n/a

1314 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make this the last attempt to upgrade the bridge. This is an expensive endeavor and I'm rather tired of paying out for services rendered with no implementation. I want a refund from the firms/organizations that charged so $%@&# money the first TWO times this huge project was drafted, reviewed, profitted from. It stinks like a no-bid contract handed to Halliburton by the U.S. government.

1315 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rather than building an expensive bridge, can we get much of the improvement by making interchange improvements along the corridor. It appears that most of the problem occurs at interchanges on both side that are near the bridge, and not on the bridge it self.

1316 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no

1317 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Just another plea for improved public transport between the two cities.

1318 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

This project needs to be expedited as soon as feasible for the continued livability of our area.

1319 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

put MORE job opportunities in Clark County and this wouldn't be as big an issue!!

1320 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The new bridge should have a toll for cars, to encourage rail or bus use and help pay for the project. An equal toll must be imposed on the I205 bridge to stop traffic from shifting. The only way a bridge can meet the long term needs of the area is if includes rail transit. If Vancouver insists there not be rail transit for fear of feeling modern or progressive, Oregen should not invest in the project. I personally would not support any ballot measure to pay for a project that does not include light rail

1321 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

n/a

1322 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

MAX line please!

1323 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I absolutely oppose simply tearing down the existing 6 lane structure to build one of 10 lanes. There will still only be two lanes to the Rose Quarter, two lanes to the Fremont Bridge and 3 lanes in the Sylvan tunnel. Learn from Seattle. Smaller, diverse routes are the solution. How will a 40% increase in I-5 lanes across the river handle a 100% increase in Clark County population? Portland has 7 bridges across the Willamette; do you hear them talking about bottlenecks?

1324 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The bridge should be a toll bridge and remain a toll bridge even after the project is paid for.

1325 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The cost needs to be fairly distributed between both states, especially since Washington residents pay Oregon income tax, and Oregon residents do not pay Washington sales or income tax. Both residents utilize and need continued means to cross the Columbia River, especially during a possible crisis if I-5 bridge fails or is not available due to natural causes, etc.

1326 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public transportation @ low cost for EVERYONE.

1327 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

In regards to the area in general, I believe there should be an alternate route to the Hayden Island area. For those of us in North Portland, we end up stuck in the Portland/Vancouver commuting chaos and it becomes a traffic nightmare to try and get to our "local" shopping mall. Because of this we tend to travel further, denying the "local" stores our business.

1328 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It would be great to add an "express" lane type situation where people traveling nearly through Vancouver could pass more freely.

1329 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I believe we need to be thinking about more than one bridge solution. I believe we need to think about adding another bridge where the railroad bridge is located now AND a bridge farther east of I-205 about where 192nd avenue is located in Clark County, or even closer to Camas. The Portland/Vancouver area will be forever linked economically and even politically. Portland has seven bridges linking its citizens across the Willamette River. Why couldn't Portland and Vancouver be linked by more than 2,3 or 4 bridges?

1330 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I would recommend holding an Open House in Vancouver and other communities along I-5 (Ridgefield?) to ensure you are getting a good representation.

1331 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Transit, bike and pedestrian traffic is so small it should not be a priority. We not only need to fix I-5 but we need a west side bypass with a bridge West of I-5, because the problem is region wide not just at I-5

1332 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No

1333 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

no.

1334 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I think aesthetic's should not play a role TAXpayer cost and future proofing is more important.

1335 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

more lanes will only produce more people making the trip -- three lanes each way is enough. adding one reversible lane might be ok.

1336 Web-based Survey 9/30/05 - 11/20/05

Question: Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River crossing?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

No, none at all. Not one single thing comes to mind, though I am searching my brain. Now about the bridge over the crick in my back yard, well, i've got a whole bunch of comments for that one! It's plaid too!

1337 Open House Notes 10/22/05

Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

My house—176 Co op >

1338 Open House Notes 10/22/05

Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic is bad something must be done

1339 Open House Notes 10/22/05

Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Trucks from 78th and St. Johns go to all over Oregon. Vancouver-based businesses: deliveries to Oregon hard to make on time.

1340 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion for North Portland folks

1341 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Bad onramps

1342 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rose Village (Rosemere) area may be affected — keep us informed

1343 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Live in Clark County work on island, has to leave at 6:00 a.m. for commute

1344 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Clark County Park and Ride is full

1345 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Keep I-5 footprint as narrow as possible

1346 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't go to Hayden Island due to traffic

1347 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Commute from island to Marine Drive

1348 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Come meet with floating home owners. There are many who are concerned — Meet at Hayden Island, Jantzen Floating Home Community, Jan Hamer, Manager of Floating Homes

1349 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail to Hayden Island. Shuttle Bus on Hayden Island east and west

1350 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Call Hi Noon (Eugene) on Monday or Tuesday

1351 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Hayden Island needs to be included more— Hi Noon (Eugene Rogers) meets the second Thursday of every month— come!

1352 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Hi Noon wants to be completely involved! Next meeting second Thursday of November (10th) — Project Team invited.

1353 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Mobile home park concerned about project

1354 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Deferred trip making

1355 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Tomahawk Island Road — 2-lane can't handle planned growth

1356 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We outgrew the bridge. That's our problem.

1357 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Double deck bridge

1358 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

New bridge down by rail road bridge and not over my house.

1359 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Only one bridge to Hayden Island — not safe. Need another bridge.

1360 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Think outside of the I-5 box third bridge

1361 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Third bridge, toll bridge, rail bridge, think outside of the I-5 box

1362 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build another bridge west of I-5

1363 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max is wasting time down Interstate should have gone to Vancouver

1364 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Sharp turn I-5 North to SR 14 East

1365 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Park and Ride for boats. Moor your boat walk to light rail

1366 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Higher bridge to avoid boats

1367 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build bridge as high as possible

1368 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

What will happen to rail lines on the north side? Go under? Bridge should be high enough for rail underneath.

1369 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Fix two lanes at Lombard

1370 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get Max to Vancouver

1371 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max to Hayden Island

1372 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Phase 1 extend Max to Vancouver

1373 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Span higher to avoid a draw bridge

1374 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Want light rail connection between Downtown Vancouver and Jantzen Beach/Kenton

1375 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Put Max in Downtown Vancouver next to Transit Center

1376 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Need Max to Vancouver

1377 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Western bypass would create noise, congestion, access problems, sun shadow, view degradation. B.C. Ring Marine Drive

1378 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bike lanes!!!

1379 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Growth in Clark County a problem. Possible bridge at Washougal?

1380 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Better communication to Oregon and Washington citizens about this project

1381 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bring Max to Vancouver A.S.A.P.!

1382 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A bike path on every bridge and road

1383 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Leave old bridge where it is for local access. Build new bridge parallel for I-5 express! May even be less expensive.

1384 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail across the river!!!

1385 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make better way for Oregon people to get over bridge. Build max over river make people in Vancouver pay for it.

1386 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

HOV makes for slower and less economy

1387 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The missing link! Rail, Rail, Rail Light rail, commuter Amtrak, and freight!! The economic, efficient answer!!

1388 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A tunnel, toll, bring Max across. Look at the big picture. Cough up the tax money to pay.

1389 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max to Vancouver— tunnel or above, do it— we will pay through tax dollars!

1390 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

No power (engine) brakes on bridge

1391 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Need rail, light rail, heavy rail. Think outside of I-5 box. Build third bridge to reduce industrial traffic, then upgrade I-5.

1392 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't impact Vancouver neighborhoods!

1393 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max

1394 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Double deck, five lanes each way, max as part of new bridge structure, reversible lanes at Delta Park

1395 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Toll ok if necessary

1396 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Tolling

1397 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Extend Max to Vancouver

1398 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

C-Tran express buses are faster and more direct between Clark County and Downtown Portland than the Interstate Max line would be if extended to Vancouver/Clark County.

1399 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Create a Max loop from Expo to SR 500 and PDX

1400 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Let Vancouver/Clark County decide the alignment, as we have been able to decide ours! If Clark County doesn't want it extend Max to Hayden Island.

1401 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bus Rapid Transit no rails. More flexible than rail. Electric, diesel, hydrogen, etc.

1402 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Shuttle bus on Hayden Island

1403 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Widen the bridge ⋮

1404 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max should cross the river. More visible security—late evening—at Vanport, Delta Park Park-n-Ride.

1405 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Allow job growth!! (More tax revenues)

1406 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Rail, Rail, Rail is the solution! Light rail, commuter, Amtrak, and freight

1407 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More trees and open space

1408 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Give Kenton downtown a chance to thrive without traffic overload!

1409 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please—shuttle bus to Max from Vancouver in the interim until plans are finalized before 2008.

1410 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Don't widen I-5 in Vancouver

1411 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Connect Beaverton to Seattle traffic west of I-5 area over Cornell—and across to Hazel Dell

1412 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Include high speed rail into the design! Get agreement to move Union Station to the east side. Get PDX/Vancouver and Oregon/Washington into the 21st Century! Engineer the corridor now! Ray W.

1413 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Protect our wildlife

1414 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Change can be good to build a bridge with two floors and together with the freight train, to make it time and cost effective.

1415 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Provide businesses incentives for telecommuting/work from home.

1416 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Replace light rail with roads. 2. Fire light rail advocates. 3. Tell the truth.

1417 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make roads better in Portland. I hate when you drive in Oregon when roads are packed.

1418 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Existing railroad tracks for Max if too expensive, other way?

1419 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No lift span

1420 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bring Max to Vancouver

1421 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Get Max across the river!

1422 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Yes this should be a high priority! (Get Max across the river!)

1423 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Dallas, Texas— "zipper" barriers to allow reversible lanes

1424 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

3-deck bridges with heavy rail as third level. Malmo bridge—Hong Kong to CLK Airport

1425 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Plans to extend Max to Jantzen Beach (separate from this project?)

1426 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Put new bridge on existing piers?

1427 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Double deck 2. Smallest footprint 3. Maintain island community 4. Difficult commute. See attached Photo 3

1428 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. High structure 2. Good island access 3. Remove old highway reclaim ROW 4. Less development downstream 5. Island access 6. Island has 1,000+ homes 7. Either replace or move bridge downstream (slough bridge) . See attached Photo 4

1429 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Orchards — Oregon: not done on any Friday 2. HOV lane helped. See attached Photo 5

1430 Open House Notes 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light Rail Transit Max Extension. See attached Photo 6

1431 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

1. No ramps, no exits on I-5 express. 2. Speed up "merges." 3. Lower volume on old I-5 corridor. 4. River traffic needs to get through. 5. Possible downstream location. See attached Photo 9

1432 Open House Notes 10/22/05
Question: N/A

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Auto bridge upstream. 2. Shoulders for accidents. 3. Bridge to last as long as Golden Gate: 50-100 years. 4. Iconic. 5. Bypass bridge. 6. Suspension bridge spanning bank to bank. 7. Extend CRT to Vancouver. 8. Toll "old" bridge. See attached Photo 10

1433 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Arterial street access on Hayden Island

1434 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

High accident rates on Hayden Island

1435 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

People don't observe gorge points and merge illegally

1436 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Problem onramp at Marine Drive

1437 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion is the primary problem

1438 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Problem onramp at Hayden Island

1439 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bridge is not the problem—onramps are the problem

1440 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Upgrade bridge-change onramps

1441 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Problem onramp at SR 14

1442 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Santiago Calatrava designed bridge? Why not great art and great bridge?

1443 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Preserve footbridge designed by Maya Lin even though it's not built for $20 Million savings

1444 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Arterial bridge near Burlington Northern

1445 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

New bridge, new lift span, new I-5 alignment east of Clark College, move Pearson Airport

1446 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Mass transit can't be used by everyone

1447 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Use old Washington Department of Transportation Visitor's Center for transit

1448 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More incentive for public transit

1449 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I live here >

1450 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Keep open space around Clark College

1451 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Oregon slough bridge used to have a lane for non-merging movements to Hayden Island

1452 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A high bridge may overshadow Hayden Island

1453 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail option

1454 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Delta Park bottleneck—expand I-5

1455 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Delta—Lombard project needs to happen

1456 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Bike lane/easier access to I-5 bridge at light rail

1457 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Good architecture—I'll second that! Calatrava, Foster, etc.

1458 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Concerned with noise from high bridge

1459 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Concerned about only relying on one bridge (west) in case of major emergency (earthquake, terror, etc.)

1460 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Make it easy to bike on bridge—I agree!

1461 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Trees to soften hardscape

1462 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Create interim solutions to save lives between now and 2008

1463 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

In proposing solutions—no politics—moving traffic shall be considered!

1464 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail to Portland—I agree!

1465 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Suggestions: Keep 2 bridges. Loop clear around Vancouver and Portland. Bypass city completely way down by Ridgefield and add a fourth bridge to Portland or further out near Camas area.

1466 Open House Notes 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. High bridge (10 lanes). 2. HOV lane and bus lane (s). 3. LRT to Vancouver. See attached Photo 11

1467 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

1. Access for Island Residents 2. Access to Hayden Island in non I-5 lane 3. Signs that say "Hayden Island" See attached Photo 12

1468 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

West arterial with streetcar could comment. Two fast growing areas See attached Photo 13

1469 Open House Notes 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Step 1—Build new northbound bridge 2. Step 2—Replace existing northbound bridge with new southbound bridge See attached Photo 14

1470 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Use existing I-5 bridge foundation, grated deck, remove concrete slab, widen and rehabilitate existing bridge

1471 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

SR-14 ramp causing backup to northbound I-5

1472 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not enough travel lanes over the river

1473 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Ramp meter improvements

1474 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

573 northbound

1475 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Replacement panels (deck)

1476 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Triple deck 1. Northbound/southbound Interstate 2. Northbound/southbound Local 3. Crt/brt lowest deck

1477 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Removing lift span

1478 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Plan for both: short term (TDM, congestion money) and long term (other routes, tunnel, etc.)

1479 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please maintain (it is a dirty, dangerous, and fowl winter route) and design better bike access across bridge (with Max it is now only a 10-minute bike ride to downtown Vancouver) and few know this.

1480 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Short term: close extra ramps to reduce weaving, congestion: 6th Street southbound exit, Camas northbound south to SR 14 and reroute northbound

1481 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimize impact to/drain on general taxes/funds

1482 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion can be our "friend" too. More retail sales stay in Clark. More commuters seeking alternative commute options. Minimize northward sprawl as commute times improve.

1483 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Artistic architecture

1484 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No more cars into Portland

1485 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimizing induced traffic demand

1486 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Promote (not just accommodate) multiple modes

1487 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Plan for a future study on cross-river activities. (10,15,30 years)

1488 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

What are the attitudes in "Tri-County," OR and Clark/Skamania Counties, Washington?

1489 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Max access across the river

1490 Open House Notes 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimize on and offramps

1491 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Environmental Offsets for New Bridge Construction: 1. Bridge builder between communities, environment, and sportsmen, timber communities. 2. Environmentalists—need volunteers to help restore salmon habitat to increase photoplankton to offset greenhouse gases. 3. Sportsmen--volunteer and educate environmentalists; they are the bridge between environmentalists and timber industry. 4. Timber industry--need to donate concrete-filled stumps to create habitat for migrating smolts.

1492 Open House Notes 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. High bridge replaces existing I-5 bridges. 2. New arterial bridge connecting Oregon and Hayden Island. See attached Photo 16

1493 Open House Survey Fall 2004 - 11/3/05
Question: What is the primary concern or frustration you have about using the I-5 Bridge?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

That there are so many single occupance vehicle commuters clogging the roads and creating a significant public health hazard for people living in adjacent areas.

1494 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Government. They have spent way too much taxpayers money on studies and have done nothing over the years. Now they want the people to do their work that should have been done years ago. It has been said that if MAX comes across the river, a major burden would be lifted. Right, it would be but only if it came across 205. They need a parking lot at least 5 acres in size for the cars to park today and into the future with an adjacent 10 acres to grow. This would also draw traffic from the 1-5 congestion. Another way to slow down traffic congestion is to slow down growth. Politicians say we need growth to survive, then all it does is raise our taxes. Then they find a way to spend it like water. Just like now. After all the studies, how much more will be spent (wasted) before something is done half asses to give the construction companies more job secury. How do you folks sleep at night an dlook at yourselves in the mirror in the morning.

1495 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic-particularly at rush hours. Delays when bridge is up. Tight, short on/off ramps.

1496 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity	x	No Comment

Everything already discussed.

1497 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lift span, congestion, air quality.

1498 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion

1499 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

SR-500 and I-5 too much traffice at one time.

1500 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Congestion 2. Short term thinking!

1501 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Too much congestion. I live in Washington and work in Oregon.

1502 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Too many cars and trucks, only one way out of Jantzen Beach.

1503 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I work at Jantzen Beach Mall. South bound thru Delta Park widen I-5 in that area. Bring MAX to Vancouver from mall area to downtown Portland also MAX from Mall to 205 to Gateway.

1504 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Congestion, not enough room to enter and exit, not enough lanes. No shoulder for breakdowns. How to pay for this project.

1505 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Truck route, congestion, commute time.

1506 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail. 2 lanes.

1507 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic jam caused by cars, trailers, trucks.

1508 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

A lot of cars, a lot of rush hour from 3-5 pm, there are accidents.

1509 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The bridge is too narrow, to develop a new bridge.

1510 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Trailers (d) some don't have sense of driving. They are very aggressive.

1511 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There is traffic jam, her husband drives to Vancouver and he makes about 2 hours to get there

1512 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of space.

1513 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A person wants to know if waterfront owners; houseboat operators assoc. are on the mailing list?

1514 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion, pollution,single mode.

1515 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion traffic on certain time of the day.

1516 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The area is too small, that's why there's traffic.

1517 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion during traffic hours and bridge closure.

1518 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Too many cars, accidents slow up traffic.

1519 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Need Light Rail! Need designated truck route use only.

1520 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

You don't give a damn about what we think--If we vote you will just get a judge to over rule it. You just want jobs at the tax payers expense for your selves. We all know this!

1521 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

After reading all the posters, I believe these have been listed already by the Task Force thus far in the planning stages. Good going.

1522 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

130,000 vehicles/day 1,700 vehicles/hr Today

1523 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Limited access for bicycle commuting (very inconvenient)

1524 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Bottleneck-4 lane to 2 lane, traffic not allowing enough space between cars. Trucks using center and/or left lanes. Hard to see around them.

1525 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There's a lot of traffic jam, to create a new

1526 Open House Survey 10/22/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Disrupting the environment all little as possible.

1527 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Congestion on I-5 back to I-405, access delays from MLK, Marine Dr and Denver Ave

1528 Open House Survey 10/25/05
Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

unsafe for bicyclists and pedestrians

1529 Open House Survey 10/25/05
Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I think the problems are self-evident.

1530 Open House Survey 10/25/05
Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

too many cars and increasing (!), causing unreasonable delays and consequent frustration, waste of gas and time. No place for stalled or damaged vehicles to get out of traffic lanes. Bicycle access severely limited, no light rail compatibility, no HOV lane capacity

1531 Open House Survey 10/25/05
Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Northbound traffic is backed up until you reach the center of the bridge which is the high point. Then traffic begins to flow better on the downhill Slope. My concern is that a wider, higher bridge, may have a similar speed slow-down to the top of the bridge.

1532 Open House Survey 10/25/05
Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The congestion and traffic jams are awful and will continue to get worse

1533 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

freight mobility, tremendous bottleneck, heavy mix of passenger and truck traffic, the darters (lane changers who create a dissaster ready to happen, no way to the the local traffic out of the way.

1534 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

What aren't problems, Need more than one bridge, not safe on ramps, too narrow, bridge raises, fast driving trucks, need bridge opening fees

1535 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Unsafe, too much congestion, too many merging highways close to river

1536 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Waiting when bridge raises. Speed limit seems too high for such a narrow area and so many vehicles. Speeders and wreckless drivers.

1537 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

If I am deaf, how I know if is acciedent I-5 what can I do> I have own car without radio. Stuck How? Big Sign (alert word for only deaf can read this information) What about future senior don't have a car, need go to Doctor in Portland, OR.

1538 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The river isn't being used itself. Using ferries (ie. Hydrofoil! - I don't know if they have hydrofoil. It might be a good as a taxi/shuttle to the airport) on the river, as is done in the Puget Sound area, might help alleviate the need of river crossers who are only using the car out of desperation. Some private lines, I don't know, have bookstores on the ferry? A good opportunity to lure otherwise feverish drivers to browse and drink coffee. Perhaps a local or larger chain could be convinced to take part. If it were another Powell's satellite store, people would ride just out of curiosity.

1539 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Billboards: if you want the traffic jam to end - get involved in :group (www-phone numbers) . Ads placed in traffic bottleneck areas.

1540 Open House Survey 10/25/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Peak hour congestion. Traffic Accidents.

1541 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

1. Not enough capcacity, 2. the entire I-5 corridor is to capacity.3. No direct access to industrial area from I-5, 4. No direct access to Ports from I-5. 5. No local access bridge. 6. No rail to fix our heavy rail problems. 7. A new corridor a 3rd bridge is needed. 8. Do not disturb Fort Vancouver. 9. There is no local access to Jantzen Beach. 10. Freight in Down Vancouver - Center 4 Routes. 11. Freight in 7 neighborhood in Portland. 12. Air Pollution in our I-5 neighboroods are to strong. 13. I-5 cannot be widen. 14. One problem is your to far behind now. 15. Problem to much money now & before and spent on study. 16. Built up Jantzen beach Commercial and House is expensive and should not bot destroid. An independent non-local panel of transportation expert needs to be appointed to answer this question: Do we continue to study options that will not add needed capacity to the I-5 corridor? Or Do we look at a new Corridor that will add capacity, help the economy and remove freight from our neighborhoods? Realistically, after almost 20 yes of studies there are only two places to put a new bridge, which must be a high, non-lift span bridge: Rip up our sound historic bridge, to put up another bridge, in the same old place. This does not add capacity, and demolishes homes, businesses, bridges, and in some of I-5's most congested and urbanized areas. OR create a new corridor that will remove traffic from the I-5 Corridor, using mostly under utilized and vacant land, a majority of it publicly owned. This new corridor would provide port to port connection, local access without using I-5, direct access to I-5 from our industrial areas taking freight traffic out of neighborhoods in Oregon and Washington. This Corridor does not interfere with I-5, during construction. Thank you, Sharon Nasset, Economic Transportation Alliance, www.newinterstatebridge.com

1542 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I believe that another crossing is needed -- not convinced yet that it needs to be for motor vehicle traffic. Would like to promote transit alternatives between OR & WA for commuters and visitors between the states. And seriously pursue either speciall dedicated truck lanes (even if just during certain hours) . Even though I agree traffic and congestion will continue to increase, we can't keep building crossings, both due to cost and environmental impacts. Also need to prepare for a future of ever- increasing/accerlating fuel prices that impact our cost of car/truck travel.

1543 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Too many confusing signs. Exit to 14 comes up too fast when heading North over the bridge. Restaurants are visible but access is convoluted. There should be an exit to access the frontage road along the river that doesn't require getting on 14.

1544 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Obsolete bridges vulnerable to seismic damage. Outside lanes are nearly useless for through travel due to entry/exit ramps being so close to the bridge ends. Bottlenecl or SB lanes @ Columbia Blvd from three to two.

1545 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Lack of access to Jantzen beach except by freeway. The I-5 NB to SR 14 is a major source of congestion. If this ramp was relocated, traffic would improve. Probably the best place for an interim improvement.

1546 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

bottleneck, excessive traffic, too many interchanges, poor bicycle alternatives and connections, no transit lanes / light rail opportunity

1547 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

too much traffic shoved into bottleneck, lack of actual alternative modes of transport, bicycle (there, but confusing) , light rail. How about a ferry or passenger only boat service? On both approaches, exiting I-5 is a complex mess.

1548 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

How to pay for it and if there is a new bridge have it cross west o the Portland City limits

1549 Open House Survey 10/27/05

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

What problems? Peak Hour = ~ 5 hours a day or approximate 10% total daily operated time. (90% of the time the freeway is fine!

1550 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Do not propose a solution that limits operations at Pearson airfield. Pearson Field is one of the oldest airports in the US with a rich and varied history. Ensure no new restrictions to flight operations, traffic patterns, etc.

1551 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Do something between now and the time it takes to build a new bridge, such as encourage public transit use and carpoolilng/ridesharing.

1552 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Eliminate the lift span, provide for light rail, use piers of old bridge when possible.

1553 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Higher-no lift span.

1554 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Add metered on-ramp to slow flow of traffic.

1555 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The largest issue is that the politicians, planners and other government officials need to demonstrate true leadership for the long term. That means investing in the long term to manage the full range of transportation, land-use planning, environmental and other issues--which leads to light rail.

1556 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No tolls. The cost would be too great for people that live in Washington and work in Oregon, or vice versa.

1557 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Another bridge by railroad bridge connect to end of Jantzen Beach through Kenton and on to Beaverton.

1558 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Speed limit, bridge lifts, fix on I-5-computer lifted to work much more efficiently.

1559 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Focus on moving people, goods and services, NOT vehicles. Consider an arterial and light rail bridge rather than freeway expansion.

1560 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It would be nice to see the new bridge be as interesting visually as it is functional.

1561 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need more data collection and information to see ALL impact to environment, community, agencies. The public should have more of a voice in the final decision.

1562 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Shuttle bus to Expo Center to catch MAX. Bring MAX to downtown Vancouver. Shuttle Bus to Expo until other solution is decided on- Please!

1563 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Build 2 lanes on each side of existing bridge and put light rail down the middle after tearing down current bridge.

1564 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More space, take care of houses, pedestrians, to save time and money.

1565 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To focus on people's house.

1566 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Pay attention to the pedestrians, pay attention to the houses.

1567 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To create a new bridge to have more space.

1568 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To enlarge the highway.

1569 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Consider using HOV lanes with commercial vehicles--truck lanes.

1570 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

We need another bridge.

1571 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Workable mass transit and multi-mode, alternative routing of dang. goods.

1572 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Perhaps different schedule of employee and employees in terminating the time a off work.

1573 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Only half facetious-bring back the ferry across the Columbia R! Could MAX carry freight? Sunken bikeway: walker/biker loss of view. Makes a boring route/discourages use. Waterfront Owners and Operators Assn. should be invited to Task Force. Extend MAX over river-but need more visible security evenings at Expo & Delta Park park-n-rides to encourage use-I would use it more if I felt safter returning to my car after dark. Walking/biking over bridge has become unpleasant because of traffic noise. The Western Bypass would adversely affect my home: noise, view, sunshadow, access, traffic.

1574 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Top and bottom bridge for two way traffic.

1575 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

More lanes, mass transit option, funding issues-need federal funds, tolls as option.

1576 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Where to locate businesses and homes for needed land.

1577 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Please build a beautiful bridge that is a credit to Portland and Vancouver, and to the majesty of the Columbia River and the landscape. Make it a stunning gateway to both states and a credit to these cities. Please reconsider memberships on the Task Force, or, allow other groups with "standing" to interact with subcommittees. Personally, the environmental, community organizations, and neighborhoods committees are not reflective of more impacted constituents. Especially true of Oregon where I have more knowledge.

1578 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

It is clear this area's population is growing, but while there is a need to increase auto capacity, it must NOT be the only solution.

1579 Open House Survey 10/22/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
x	Economy and Freight		Safety and Seismicity		No Comment

Additional lanes on bridges-designated HOV-truck lanes. Additional parking for carpools, vanpools.

1580 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Impact on Hayden Island environment

1581 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

rather than focus on automotive traffic, concern needs to be paid to alternative modes of transport, ie. Bikes, lightrail

1582 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

#1 emphasize mass transit, buses, light rail, #2 time is of essence, #3 beauty, #4 trees to soften hardscape, #5 anything to reward/encourage individuals & businesses to use and support mass transit.

1583 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Cost, construction time, environmental impacts, alternative transportation modes, address cultural change, convice bridge users to car & van pool, take C-Tran or Metro, ride MAX (after it is extended into Vancouver) . Reduce the number of single occupant vehicles crossing the bridge.

1584 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

not limiting the final solution to replacing the I-5 bridge without adding another crossing location further eastbound. A new multi modal bridge, in the vicinity of the existing railroad bridge, would also remove some truck traffic off the I-5 bridge bridge and shorten the truck and vehecle traffic time from west Vancouver to the Port Area, to Jantzen Beach and the Port/truck areas of North Portland. Perhaps the rail roads can contribute funding to this multimodal bridge sicne it would benefit them by elminiating the swivel RR span. A new west bridge can connect to River Road and the recently completed Mill Plain extension and does not need to through the environmentally sensitive Vancouver Lake area.

1585 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

#1 Will the congestion get worse?, 2# Cost, #3 Disruption of people's homes and other property

1586 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

how to add a third bridge - do not tear down the ones in place (they serve downtown vancouver as well as Jantzen Beach. A third bridge anywhere in the metro area here would help. Can we make it easier for truck traffic to cross the river and be on their way. The traffic tie ups are terribly expensive both for truck and passenger vehicles. Consider tolls for facilitate new structure.

1587 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Do not want light rail included, avoid tearing down neighborhoods, having another bridge at 33rd or to NW would greatly reduce traffic jams, at Rose Quarter & I-84.

1588 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Add a bridge or two one at Camas or Washougal and please reconsider the west bypass highway that was eliminated from consideration. Costs of raising a new I-5 bridge hundreds of feet over the water and connecting all the interchanges that are now at river level will also be very expensive.

1589 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1# cost, 2# protecting established homes, and businesses etc., 3# protecting and or maintaining good relationship between Or and WA.

1590 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Every morning Lucky I go to Doctor Kaiser Place I-5 between Inerstate, very easy, Thank God.

1591 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

People like to go quickly and initially will reject the ferry. It is a rather long ride, but I for one, would use one that stopped near Sauvie's Island. Getting people over to the Silicon Forest, to Washington Couny to the NW of Portland, would draw people that aways, who are just passing through Portland, because there is no more northern passage west, from the Vancouver suburbs.

1592 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Push for alternating work times/shifts. 6 am -2 pm, 7 am - 3 pm - many alternations to 9-5pm. I 5 corridor importance. Does Fed. Gov help fund? Can we tunner under River? Bypass the most congested areas?

1593 Open House Survey 10/25/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Not to physically or visually compromise inner Vancouver (downtown and inner neighborhoods) . Effectively connect Port of Vancouver to I-5 corridor with least amount of impact on inner Vancouver. Plan for reasonable foot, bike and mass transit component to any new bridge solution. Design, design, design.

1594 Open House Survey 10/27/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Quick and easy access to Jantzen Beach that won't increase congestion with merging onto I-5. Ensure that community is involved in the process. Do door to door interviews on other ways of sampling that include minority community. Go to Jantzen Beach and ask customers in the area what they think because they are users of the ramps.

1595 Open House Survey 10/27/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Improving public transit, not moving the backup south, minimizing induced draffic demand

1596 Open House Survey 10/27/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

ability of through traffic to bypass interchanges and bottlenecks, consider high bridge or tunnel from Columbia Blvd/Delta Park to Fourth Plan with everthing between served by local street traffic

1597 Open House Survey 10/27/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

See bridge area, consider more Portland Area to Vancouver Area crossings, mass transit is a must, railroad bridge appears to need a maintenance project or a new bridge, I wonder if this bridge carries Amtrax?

1598 Open House Survey 10/27/05

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

With oil neer or at peak capacity how do we get alternative transportation in place first

1599 Open House Survey 10/27/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

50% of all congestion is incident related! Lets focus on this! Lets go home - fold up this tent

1600 Open House Survey Fall 2004 - 11/3/05

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Separate lanes for commercial truck traffic and mass transit (bus/car pool?) Better bike ped access and paths. Impacts on River and Air traffic.

1601 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Does it have the ability to shift traffic for one or more lanes (see Lion's Gate Bridge in Vancouver, BC) ? No additional restrictions to Pearson Airfield in Vancouver, WA. Ease of access to I5 for Hayden Island residents.

1602 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight	x	Safety and Seismicity		No Comment

Traffic flow-speed and safety. Adequate access to downtown Vancouver and Hayden Island. Minimum requirements for ship clearance.

1603 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Quality/usability of public transit options, as well as pedestrian/bicycle traffic. Impact during construction (lane closures, delays, etc.). What can be done as a "stop-gap" solution in the meantime.

1604 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I can't believe with all the lottery money from both states that a workable solution can't be reached.

1605 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Let the people speak!

1606 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Checklist of issues (detailed) from each agency: Fish&Wildlife, EPA, Transportation. Final (boiled) down list bullets, pro-cons

1607 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Everything including environment.

1608 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Money, space, type of cars, public transportation to put a toll, the use of bicylces, the use of trailers, they create traffic jam, which makes waste time.

1609 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Money, people who use the bicycles

1610 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To create a new bridge, but without affecting people's houses and businesses.

1611 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Long term costs/benefits, flexibility to adjust for different modes. Cultural/economic shifts (large urban vs. small "villages" within city.

1612 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Protection of floating home lifestyle.

1613 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Traffic!

1614 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

No Tolls!

1615 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Aesthetics, beauty, environmental considerations, I-5 traffic, Area traffic off I-5 in Vancouver, Hayden-Island, North Portland.

1616 Open House Survey 10/22/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight	x	Safety and Seismicity		No Comment

Public safety. I believe that Columbia Crossings has paid way too much attention to the potential for their revenue generation on the islands, gratuitous development of condos on east side between Katke property (Charlot/Sextons) and Tom Bay as well as between Double Tree Jantzen and Riverside development/Hayden Bay.

1617 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

#1 common sense, #2 respect for the eart and its creatures, respect for ourselves, aeasthetics and beauty.

1618 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My proposal is to build a third bridge east of I-5 on the eastern tip of Hayde/Tomahawk Island or futher east to line up with 33rd Drive just west of Portland Airport. Build new freeway on Oregon side to tie back in to I-5 near I-84 or even all the way to Oregon City. That would help with the problems of the Terwilliger curves on I-5. On the Washington side bring the bridge to the ridge east of Fort Vancouver. Build new freeway east of Clark College. Tie back in to I-5 near SR 500. Move Pearson Airpark to Vancouver Lake lowlands or Brush Prairie.

1619 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I rather have survey test people before go head.

1620 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I'll consider the questions later, they're said to also be on your webpage? You might go door to door for opinions and make sure to get a good swatch of the population that is isolated for lack of car and lack of public transport. The train tracks of and down the north side of the Columbia River should be offereing passenger service locally., with more frequency than Amtrack can.

1621 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

credibility, hidden agenda of submissions, i.e. don't listen to gas/oil supportersm sellers, etc. Question anyone company, organization that opposes public transportation, longterm feasibility, cost effectiveness. How fast can plan be implemented (safely) ? Who stands to benefit and profic from the plan? Does the average voter know that members of congress continure to be paid their entire salary after leaving office? FOR THE REST OF THEIR LIVES.

1622 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

Doability. Consider inner Vancouver's livability and economy about all other state of Washington concerns. Design of bridge should have elegance (can be very simple or modest). Should be truck-friendly. Should touch the earth lightly. Vancouver has the potential to be, or already is, the most beautifully sited city on the washington side of the Columbia River-don't screw it up.

1623 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

giving people (vehicles alternative locations to cross the Columbia (such as an additional bridge westward, instead of only i__5 & Glenn Jackson bridges)

1624 Open House Survey 10/27/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Is It efficicent and user friendly. Is it easy to understand? Will it facilitat interstate traffic? Does it increase average speeds along corridor?

1625 Open House Survey 10/27/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Minimizing induced traffic demand, ensuring costs are equitably distributed

1626 Open House Survey 10/27/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability	x	Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

positive environmental impacts and noise reduction, improvement for all transportation modes, car, freight, transit, bike, pedestrian, easy light rail expansion, visual impacts: either a beautiful bridge or a tunnel to hide damage. No Marquam bridge style elevated freeways. Improved local connections between Vancouver, Hayden Island, Delta Park/Expo Center, Kenten Area. Ability to be self funding through tolls while allowing toll-free alternatives to pass through area.

1627 Open House Survey 10/27/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

1. Ease of mobility for all transportation modes. 2. alternate bridge for Hayden/Tomahawk Island, 3. Rail Road freight & passenger service improvements (between Portland & Seattle) . 4. Sell light rail to Vancouver, WA.

1628 Open House Survey Fall 2004 - 11/3/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Getting traffic across as quickly and efficiently as possible. Creative ways to obtain funding. Consider tunneling.

1629 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

let's be practical about potential solutions (ad a third bridge) do not get hung up on trying to tear down a viable bridge that is in place in order to combine passenger vehicles -truck traffic and light rail. It is a idealistic dream that does not make sense when you look at all three on the same structure side by side.

1630 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

no light rail, rapid building schedule

1631 Open House Survey 10/25/05

Question: What criteria should be used to evaluate any potential solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

What is best for all concerned, what will saves lives and reduce injuries. What will allow free travel between WA & OR for all we do, business, personal, etc.

1632 Open House Transcrip 10/25/05

Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources	x	Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I'm very much, I guess, disappointed in the -- on the highway system for solving a corridor problem, Vancouver to Portland or the interstate part of it, because that's what it is. And I think it's missing the boat, because I know the mayor of Vancouver is -- Heck, I could say other words, I guess. He's all thinking light rail is going to solve all the problems in which we all know that -- I think 3 percent is all the -- any public transportation moves people 3 percent. And light rail -- you have to build a special bridge for it; can't run a car over it or anything. You can't change the route, because you'd have to change the railroad tracks.And a real good example is over there by Kaiser on Interstate -- where the city just put in light rail to go over to the stock yards -- used to be called the PI building. Now you call it something else. It was four lanes there in front of all the places for the jobs. It's Kaiser's medical - which we go there quite a bit. But, you know, they put light rail through there. Here's an example: They took two of the lanes away. Instead of having four, now you got two. But you go to Vancouver -- not against the public transportation -- you have to have some. I guess I'd say our C-Tran in Vancouver is a better bid, because at least you can change where it goes. And last winter, we had a little light snow. Light rail out at Hillsboro, they got stuck; couldn't even go. At least if it's a bus, you could put a pair of chains on it and make it work. Anyhow, back to the bridge. I think this -- Well, way back in -- when they were building on I-5, the road -- well, they made the freeway from Jantzen Beach through to Fremont Bridge -- that was the Oregon side -- they left that little choke point there with two lanes instead of three, and when they were building that, I was talking to Donna Cantwine -- she worked Commerce in Vancouver; president at that time. She said," Well, why don't you call?" And I turned to her and says, "Ha! A lot of good that would do." You know, for me to call him. A couple weeks later, I finally decided, "Well, shucks. What do I got to lose?" Well I got to his secretary -- and I don't remember what his name was, but I'll call him "John." She says, "Oh, he says that's going to be good 'til 2010; those two lanes. And I said, "Well, lady, you must not drive it today." Because this is 30 years ago -- whenever that was -- because it's crowded now. But that's getting back over here. I'm wandering around too much.What they're talking about now is putting, I guess two, five-lane bridges across the Columbia from, more or less likely, from the Quay, or someplace; stack along one on top of the other, and go across the Columbia River; go across Hayden Island; go across the slough; and go down there to where choke point was; and go past that; and then dump them all back down on the road of three lanes.

1633 Open House Transcrip 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I'm very much, I guess, disappointed in the -- on the highway system for solving a corridor problem, Vancouver to Portland or the interstate part of it, because that's what it is. And I think it's missing the boat, because I know the mayor of Vancouver is -- Heck, I could say other words, I guess. He's all thinking light rail is going to solve all the problems in which we all know that -- I think 3 percent is all the -- any public transportation moves people 3 percent. And light rail -- you have to build a special bridge for it; can't run a car over it or anything. You can't change the route, because you'd have to change the railroad tracks.And a real good example is over there by Kaiser on Interstate -- where the city just put in light rail to go over to the stock yards -- used to be called the PI building. Now you call it something else. It was four lanes there in front of all the places for the jobs. It's Kaiser's medical - which we go there quite a bit. But, you know, they put light rail through there. Here's an example: They took two of the lanes away. Instead of having four, now you got two. But you go to Vancouver -- not against the public transportation -- you have to have some. I guess I'd say our C-Tran in Vancouver is a better bid, because at least you can change where it goes. And last winter, we had a little light snow.

1634 Open House Transcrip 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Which all they've done is take and moved those people from Vancouver over to there, and they still can't get through Portland. And I'd like to make a remark that -- well, they can do that in five years. I don't believe that, either, but it doesn't do us any good. Isn't going to make the corridor -- because all they're doing is picking them up, and moving them over here a little further, a little quicker. But then they'll stand in line, because they can't get through Portland. It would seem like we have jumping over to Highway 26 coming into Portland from the coast, or Hillsboro, Forest Grove. There's lots of business there, like, Intel has 15,000 people working in one spot. And then there's all kinds of -- I think there's 120,000 cars and trucks that go up and down that corridor, and they can't get through Portland. You know, they got to go over zoo hill, as I call it, down the tunnel. (cont.)

1635 Open House Transcrip 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

(cont.) if you want to go north, go to Seattle, you have to go, then swing over to the single one and get on -- I think that's called 405. And if you want to go to Salem, then you turn right and go the other way. And if we had the west side bypass, it would solve -- Well, first of all, we'd all go over here to the I-5 and 205. I think right now, there's maybe 200 roughly 300,000 cars and trucks a day going through that corridor. And I-5, of course, is an interstate corridor, and if we could say that we'd had this -- like the article that I have, that I kept from -- I had it in my archives -- of March 20, 1989 talking about metro beltway. It says, "Plan for Metro beltway west side bypass in Clark and Washington County long overdue and needed." This was written by Robert F. Duvall. He was president of the University of Forest Grove, and at that time was also a member of the Oregon Transportation Commission; served as chairman of the Board of the Directors of the Economic Development Corporation, also, and that was 1985-'86. (cont.)

1636 Open House Transcrip 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

(cont.) You can't put -- get any money from the Fed's to build this over here. And I can't -- to me, I think that's kind of ridiculous that you can't, because this shouldn't be an interstate highway, putting all these - Now there's choice. People coming from Seattle want to go to Mexico or California, or they want to go somewhere in Oregon, they have to either go one of these two. But if they had the choice of three, only the people that had to go into Portland would use that, otherwise they'd take 205, or they'd take this 205 over here, or 605. And then the good part about that, also, which would really help this cross of where traffic's going through from the west to the east -- we have to go -- corridor goes, of course, north and south and if we were out here on Highway 26, and didn't want to go down through here -- because if you're coming from the coast or coming from anywhere in the industrial area where all the businesses are at between Portland or 217, and through to Hillsboro or Forest Grove, and if they're coming in, they'd have the choice to, if they wanted, to go north instead of going down through -- over the hill from the zoo, and then down and hit the tunnel. Then go left or right, north or south (cont.)

1637 Open House Transcrip 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

A lot of them could jump off on the bypass and go through Cornelius Pass, and come out here north of Vancouver; closer to Woodland or Ridgefield. And then some of them could go the opposite and take off over here. And if they wanted to go to Oregon City, they could take off right here and go across, or they could continue and go down here to -- past Wilsonville where -- and this would open up that whole thing if you take -- if there's a hundred, it could take probably 25,000 people that wouldn't have to go down through here, and then it wouldn't only just be the people that come from the west that would take that bypass. If anybody that was, oh, say five or ten miles down here, probably would come back up here and do that rather than go down here and fight the I-5. So it just makes a whole bunch of sense. I know you have some problems of the environmentalists that think they got to keep every pollywog and catfish, but you have bottoms -- I've farmed all over the county and then Oregon, and last -- I'm 77, will be here shortly. Still very active in the business.

1638 Open House Transcrip 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I just want to say that I believe very strongly in the importance of having the light rail line cross the Columbia River. And it's important for us to do it right. And determining its exact route will take much discussion and careful planning.

1639 Open House Transcrip 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I have participated for about five years in the bi-state planning. And was the original author of the "Northwest Passage," which became the west arterial option - option number eight in the last task force. And I have previous, since then, revised that "Northwest Passage" into the " Bi-State Industrial Corridor." And am looking to have a third bridge put in for our economic viability, and for the economic viability of the region. And I think the conversation we're having right now is the wrong conversation. It is not how people travel, which - or getting them out of their cars. It is the fact that we are at a point in history where we have the opportunity to make transportation corridors that are viable for our present, andour future. And we now have environmentalists that are involved in that process when they were not involved in it before. And so we should be looking to our landscape to be deciding where we could have bridges and transportation corridors on a continual basis so that our environment is protected. And that our transportation system is defined and connected so our port areas, and our infrastructure supports the economy, and a balanced living in neighborhoods. I think that we need a large paradigm shift away from how (cont.)

1640 Open House Transcrip 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

(cont.) our other U.S. citizens choose to travel, which is personally in a single vehicle, or not, into -- even if we all traveled on bikes, there would not be enough room. Several of us would have wagons and other things attached to the bike, and the fact that we do not have enough room is a fact. And it is not, as I said, how we propel ourself through space using fossil fuel, but that in 25 years, we are not going to be using the same thing we do now. And to be putting the focus on who is traveling in what, instead of making transportation corridors that have an excellent infrastructure; that are economically based and sound in favor of trying to control other individuals, and how they choose to propel theirselves through space is folly. I believe that the process we have right now needs to be stopped. not one dollar spent on cute little uniforms, magnets with pictures of bridges, and the other things. And all of our time, energy, and money should be spent on a third bridge to the west by the train bridge. And that the bridge to the east would come after that at 192nd and Lady Island in Camas. And anything short of that is a lack of leadership. And just deciding how we spend money we have now is a lack of leadership.We need to be looking fully at what we need, and deciding what we want, and come hell of high water, getting there. Not, "Well, this is all we have, so let's just dole it out." That's called accounting. That's not leadership. The funny thing of it is, they just need to get out there and do it.

1641 Open House Transcrip 10/25/05
Question: N/A

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

I agree with this proposal for the bi-state industrialcorridor in part, but I have some other options I think shouldbe considered. The previous I-5 partnership had examined what they called a west arterial route, and they said it was a --had merit. But they would not consider at this point, but I think it's really something that should be considered very soon. And it could possibly provide an alternative to an expensive project on I-5 -- the current I-5 bridge.What I could foresee is a multi-modal bridge alongside the current railroad bridge that would connect to the western Vancouver area, and also up to Ridgefield, Washington, and have an easy connection to points in St. Johns; to the University of Portland; to the Linnton district in Portland; and also onto to the River district; and the Pearl district; and downtown Portland. It would be another route that I think enough people would be interested in that would justify the expense.And also it would be a good route for freight traffic to St.Johns, and also to Highway 30. I think it could also have a -- not a light rail, but possibly a street car route connecting west downtown Vancouver to northwest Portland and to downtown Portland. And then there also could be bike paths and pedestrian paths. So I think this is something that should be seriously considered as another option.

1642 Open House Transcrip 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My main concern is getting home at night and leaving the Island in the morning, because of the -- only being the one route onto the Island. We are literally stuck there if traffic is poor or bad. So that's my major concern with regards to now. My major concern about development is tha a bridge, or something new might take out the residential area of which I'm part of. So that's my two concerns.

1643 Open House Transcrip 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

The biggest concern I have is in the area of freight mobility, and I do not believe that the proposed Columbia River Crossing accomplishes any gain in real capacity in the I-5 corridor. I think it, in fact -- the fact that two major sections of it is two lanes, and we're talking about the east bank section, it would be like putting a large funnel of traffic, or a significant number of lanes into two lanes, causing a great deal of inherent congestion, or additional problems with cars just being backed up onto I-5. So I-5 as a corridor really needs to be replaced. And replacing it -- My recommendation would be going to the west side, creating a new west side corridor. I think that short of doing that, we're really getting no significant gain - under with significant amount of investment. I'm not against light rail, adding to it. Anything that adds real capacity somewhere along the line has to be considered. But right now, this proposal just to replace the interstate bridges with a new bridge, and the bridge influence areas. I would recommend not -- for it not to be done, period

1644 Open House Transcrip 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My comment is it's great that we're thinking about adding capacity on the bridge, and my comment is that Oregon needs to get serious about adding capacity on their freeways. A 20-lane bridge wouldn't do much good without more capacity on the freeways. I'm a berry farmer, and I haul berries from Washington down to Salem in the summertime. I go south about three o'clock in the afternoon. I usually take I-205, and it's stop and go traffic through Portland, and it's three o'clock in the afternoon. And then on my return trip at six o'clock, northbound, it's stop and go through Portland. Soon as I get to the I-205 bridge, traffic loosens up and then I can pretty much go speed limit. So it's not just a bridge problem, it's also a freeway problem. And until Oregon gets serious about adding capacity to their freeways, this project looks to me like it's not going to do a whole lot of good. And Oregon -- it takes money to do these things. Maybe they need a higher gas tax. And somehow, they need to get serious about fixing the freeway capacity.

1645 Open House Transcrip 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

What I would like to say is that I'm really hoping that as we are moving forward on the Columbia River Crossing project, that we keep in mind the residents that live along the I-5 freeway, and how additional traffic on the freeway is very detrimental to our health. And that the air toxins that are left behind have polluted our neighborhoods, you know, preventing us from being able to have a garden in our back yard, or to consume the fruit trees that are along the freeway, and that's a really large waste. So what I'm hoping is that there is a way that we can connect freight traffic from Mexico to Canada by diverting off I-5, and taking them through the Hayden Island industrial area over to Vancouver's industrial area, thereby saving the air on both sides of the bridge. But the bridge must have, as its primary focus, alternate modes of transportation: Walking, bicycling, moped, anything that is not cars, trucks, vans. Somebody in a wheel chair that wants to go from Vancouver to Portland, or vice versa, should have the ability to do that.

1646 Open House Transcrip 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Looked at the drawings here and thought this over, and I'd like to recommend that the bridge piers are strong enough or can be reinforced; that you actually build the bridge on top of the existing bridge. This was done on the -- originally for the Florida Keys. There was a railroad bridge that had a one-way track, one track, and then they made it a two-lane road for automobiles and trucks and later replaced it. This would mean removing most of the roadbed lower level, existing level, to reduce weight, and then build the roadbed across the top. And this would eliminate a lift. So you would not have a lifting bridge, and to have a graded surface. That way the rain, and the snow, and the ice, and most of that would just fall through. This means that you would not have to sweep the street. There would be some debris that'd be picked up now and then. Then, also use the bridge surface that is treated in some way so you don't have to paint it. I would prefer stainless steel, but I guess the cost is prohibitive. Also, on the graded portions could begin to design where they could be flipped one time, and they could be replaced, so that when it comes time to replace the bridge surface, you could pull out the design and tell the interested contractors, "We need 'x' number of bridge panels." And these bridge panels could be replaced one lane at a time. It would probably take a couple of months to do it, but it would not mean stopping traffic. Also, it should have a cyclone fence on the side, the full length, to keep people from throwing debris over the side. And also the chain link fence would act as a windbreak and make it easier on bicyclists and pedestrians. I'll submit a drawing and a few written comments later. I see I have 'til the 20th of November, and I'll submit a drawing and a few comments.

1647 Open House Transcrip 10/25/05
Question: N/A

Travel Demand, Congestion, Accessibility	Public Transportation and Modal Choice	
Community Livability	Project Financing	Process
Natural Resources	Specific Alternatives	Other
Economy and Freight	Safety and Seismicity	No Comment

(Cont.) And this article he wrote is something that could still be used today. Because this -- and this Deboni study, which I guess -- well, if I remarked about Deboni, which made this other corridor. He drew this west side bypass. When he did this, he was working for ODOT. Well, maybe he did work for ODOT when they were going to build the Mt. Hood freeway -- well, maybe he didn't. I don't know if he did this.Maybe a private consultant at that time. But the main story here: There's about 300,000 -- and if we had this other bypass happening; got smart and did like they said 20 years ago, put this in -- Okay. Soon as that one happened, you could take right off like if it happened. If we could open the gate tomorrow, and people had the choice of either going 205, I-5, or go on the west side bypass you would probably -- in say, six months or four months time, you'd pretty well have a hundred, hundred, hundred going. Because, I mean, that would take a hundred -- yeah. If you have 300,000 and 150,000, you take 50,000 out of here and put, you know, the hundred, hundred, hundred, there's still 50,000 cars and trucks out there every day. You wouldn't have to do a blasted thing with any of the I-5 corridor. And I've been told here tonight that you can't take money for interstate highway. (cont.)

1648 Open House Transcrip 10/25/05
Question: N/A

Travel Demand, Congestion, Accessibility	Public Transportation and Modal Choice	
Community Livability	Project Financing	Process
Natural Resources	Specific Alternatives	Other
Economy and Freight	Safety and Seismicity	No Comment

(cont.) But I think we're just missing the boat. The longer we wait, the harder it's going to be to do this little project. And reading this deal, Duvall -- I don't know if I read this part about the -- it's talking on the other side. "This construction of I-605 completing a beltway around Portland/Vancouver would take a lot of pressure off the burden of US-26 and the overwhelmed Oregon 217."The only practical way many Washington County residents now have to head north is to drive there on 26 coming from the coast, or Hillsboro, or Forest Grove area, and they have to go take 26, and go over zoo hill, as I call it, and down. And go to the tunnels, and then if they want to go to Port Vancouver, they have to go through the single tunnel and get onto 405, or they take the opposite and go down 217. And if you took 20,000 people out of there, the bypasses -- that wouldn't be pressured. And that's the way the whole works goes. And a lot of people, one-on-one, that will agree that this has to be done. And this Duvall -- he's no longer here. I chased him down, and he's in New York City and is working on college curriculum books. But he was kind of dumbfounded that I had kept this -- when I cut it out of the paper back in March of 1989, and I was looking through this little stuff in my file, and I found this one of Deboni on the map. And I've talked to Deboni, and he and I have met with Doug Ficco. I know I've jumped all over, I just -- I think it's real serious what we're doing, and we should get behind something rather than all this money that's built this other bridge. It doesn't solve the problem, and if this had been done 20 years ago, we wouldn't have any of these problems today.

1649 Open House Transcrip 10/25/05
Question: N/A

Travel Demand, Congestion, Accessibility	Public Transportation and Modal Choice	
Community Livability	Project Financing	Process
Natural Resources	Specific Alternatives	Other
Economy and Freight	Safety and Seismicity	No Comment

My proposal is to build a third bridge east of I-5. And itcould either go on the eastern tip of Hayden/Tomahawk Island, or little further east, and line it up just west of the Portland Airport at 33rd Drive -- I guess it's called 33rd Drive. And then the Washington side, the bridge would come all the way to the ridge just east of Port Vancouver, all the way to the ridge; tie a new freeway; tied back into I-5 near SR-500. And the Oregon side, bring a new freeway either to tie in back in near 84 and I-5 or, build a new freeway all the way to Oregon City. Now I think Pearson Airpark might have to be moved. In that case, move Pearson Airpark either to Vancouver Lake lowlands, or to Brush Prairie. Keep the old bridge. Don't doaway with the old bridge

1650 Open House Transcrip 10/25/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Light rail out at Hillsboro, they got stuck; couldn't even go. At least if it's a bus, you could put a pair of chains on it and make it work. Anyhow, back to the bridge. I think this -- Well, way back in -- when they were building on I-5, the road -- well, they made the freeway from Jantzen Beach through to Fremont Bridge -- that was the Oregon side -- they left that little choke point there with two lanes instead of three, and when they were building that, I was talking to Donna Cantwine -- she worked Commerce in Vancouver; president at that time. She said," Well, why don't you call?" And I turned to her and says, "Ha! A lot of good that would do." You know, for me to call him. A couple weeks later, I finally decided, "Well, shucks. What do I got to lose?" Well I got to his secretary -- and I don't remember what his name was, but I'll call him "John." She says, "Oh, he says that's going to be good 'til 2010; those two lanes. And I said, "Well, lady, you must not drive it today." Because this is 30 years ago -- whenever that was -- because it's crowded now. But that's getting back over here. I'm wandering around too much.What they're talking about now is putting, I guess two, five-lane bridges across the Columbia from, more or less likely, from the Quay, or someplace; stack along one on top of the other, and go across the Columbia River; go across Hayden Island; go across the slough; and go down there to where choke point was; and go past that; and then dump them all back down on the road of three lanes.

1651 WSDOT "ContactUs" 10/22/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The conventional wisdom is that a new $8-billion plus 8-10 lane freeway bridge is needed to fix congestion problems on the Columbia River crossing. Is this assumption valid? The existing bridge, which is actually two parallel bridges, has six lanes but only four of them funcation as through lanes. The two outside lanes function as merge lands from teh on-ramps located at each end of the bridge. If these on-ramps would accomodate all of I-5's through traffic. Buildint multi-modal bridges across teh Columbia River and the Portland Harbor, immediately downstream from the existing freeway, should be considered first. The bridges should be wide enough for two to four lanes of local traffic, light rail, a southbound freeway auxilary lane, bicycles and sidewalks. This option would accommodate local traffic and many commuters not on I-5. It would negate the need for a wider freeway bridge and should be analyzed before huge expenditures of up to $80 million are incurred studying a multitude of freeway bridge options. Furthermore, this proposal would provide non-freeway access to Hayden Island. The southbound on-ramp from SR14 and downtown Vancouver could be relocated to Hayden Island by providing a connecting lane on the new Columbia River multi-modal bridge. The need for a northbound Hayden Island on-ramp would be eliminated because this access is provided at the existing Marine Drive Interchange. By converting the bike/pedestrian land on the existing Portland Harbor Bridge to another northbound lane, the current on-ramp bottle neck would be averted. Bikes and pedestrians would be accomodated on teh new Portland Harbor Multi-modal bridge. Barge naviagation would be easier and safter if the main river channel were shifted to the south under the existing long spans and the lift spands were decommissioned. This aligns with the proposed wider lift span that would replace the narrow unsafe swing span on the Railroad Bridge. I suspect that the Federal Government might now be more amenable to improving unsafe infrstructure. In the future, multi-modal bridges for motor freight and passenger rail over the Columbia River and the Portland Harbor adjacent to the Railroad Bridge should also be considered. A crossing in this corridor would greatly reduce truck traffic on I-5 and provide access to West Hayden Island. A separate passender rail bridge would remove Amtrak trains from teh freight traffic in this congested rail corridor. It would expedite development of a commuter rail system between Clark County and Portland, further reducting peak demand on I-5. Instead of a massive freeway project, this comprehensive approach for the Columbia River Crossing could save hundrends of millions of dollars. This option would avoid years of construction headaches, ensure better local and freight access adn enhance freight rail operation. It would provide the infrastructure necessary for effective and efficient public transportation, while maintaining I-5 as a six-land freeway.

1652 WSDOT "ContactUs" 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I believe that this should be considered as an option for us to cross the Columbia River. Please look at the bridge/tunnel between Sweden and Denmark. They built theirs to permit ships to cross. Our situation is different in that we don't need as much draft (depth) for tugboats and barges. Our crossing could be built shallower and perhaps much less costly.The bridge goes under water to allow movement of ships. In order for ships to pass, this bridge is half under water. You drive down in the water and then come out on the other side. Truly a marvelous piece of engineering. This bridge is between Sweden and Denmark. Picture taken from the side of Sweden.

1653 WSDOT "ContactUs" 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Dear Columbia River Crossing Personnel, Please include my name on your mailing list. You explained some of the upcoming problems clearly in your newsletter, but I'm bothered by your drawing of the congested area. In the phone book, I-5 is 3/8 inch from the Esther Short Park & 1/8 inch from Arnada Park. In your drawing Esther Short Park is closer to I-5 than Arnada Park. Was that error an accident? Don't you think it is VERY important that everyone who receives these newsletters gets a more accurate representation of what Adnada might be facing? Even if your subsequent drawings remain informal, I hope you will appropriately correct the placement of our park, homes and lanes to get off at Mill Plain at Fourth Plain. Thank you, Barbara Ford,

1654 WSDOT "ContactUs" 10/27/05
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Dear Sir, your problem is the fact that your trying to have it both ways by promoting growth and finding a way to reduce congestion at the same time. Well look around you, it doesn't work. The people already have told you they want a third bridge unit. Like I said, yet you continue to [...] that, so maybe its time we make growth pay the [...] of us. Your problem isn't the lack of funds, its spending that tax on too many things in which most don't even pay its fare share of the cost. So why aren't you requireing fares to cover 50% of the cost so there will be 30% more to spend on roads and bridges. Why did you reduce congestion by moving more freight by rail instead of trucks, after all won't that make Amtrak more profits instead of losing money? Stop using the issue that it creates jobs, expecially when the kind of jobs costs tax payers a lot of money. That's not our obligation, it is the job of businesses. Another way to make congestion fuel use, and pollution, plus health is just to change working hours so everyone isn't on the road during rush hour. There is no reason public employees can't work their shift and on weekends instead of just the 9-5 jobs. You could also add lanes in the Weller Park Area. We are also against the use of tolls, after all you seem to forget we alread paid a dozen ways to fund these roads.

1655 WSDOT "ContactUs" 10/27/05
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

My friends, I received your mailing regarding the problems of traffic -- 1. Put me on your mail list, 2. Why not handle the slow traffic one step at a time? Right now traffic (going south) slows down from a three lane roud to a two lane road then back to a three. I think this would speed up traffic to a point that would change a the urgent need of the bridge. Regards, J Barry

1656 WSDOT "ContactUs" 10/6/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

What is WSDOT operating budget, and how much of the acual tax dollar is available for road improvements, after WSDOT, employee salaries are met. How much of one dollar of tax makes it to the road

1657 WSDOT "ContactUs"
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Better late than never, as they say. I am subject daily to the jam crossing the Columbia River via the I-5 Bridge, both toward work and to home again. By my address, you can determine that I live in the area with the worst congestion. It would seem to me that a good way to contribute to solving the challenges facing us would be to add some automobile travel lanes to a bridge that would bring the Max trains to Vancouver, plus widening the I-5 Brdge so as to accommodate pedestrain and bicycle travel safely. The trains could take a load off the roads, and another bridge that accommodates both trains and auto traffic could ease much of the congestion on the outdated I-5 Bridge, which, in turn, could be improved -- or even replaced with a more up-to-date span. The Delta Park area would seem to be less problematic if the freeway is widened to at least three lanes all the way south to at least the Portland Avenue exit. Regardless, something must be done, and soon. I am a semi-retired person and professional driver whose interest in whatever soultions you come up with is paramount, because I am on these roads every day.

1658 WSDOT "ContactUs" 10/6/2005
Question: N/A

	Travel Demand, Congestion, Accessibility	x	Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I assume this is also including mass transit (light rail, etc.) in the options?

1659 WSDOT "ContactUs" 10/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

To the Departments of Transportatin Of Washington Oregon and the Federal Highway Administration/ (Both Governors) Mayors of Vancouver Wa.and Portland Or. In the time frame of the Highway and Bridge Highway problem to find solultions and the local leading news papers and television stations to the of end the finished prodject (Years Away) . It would be advantages to to all that use the 1-5 corridor 5 miles North of (Vancouver Washington) and 7 miles South of the Columbia, (Portland Oregon) to a reduced speed limit 30 miles per hour. Posted signs and large fines of $500.00 for speeding and $1000.00 for causing accidents, deaths,the waist of time delays and coastly fuel as well as pollution and above all ROAD RAGE. All fines through the Courts after Court costs could be funneled to to the proper agencies after fees collected.

1660 WSDOT "ContactUs" 10/6/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As a resident near the SR-14 and I-5 interchange, I'm very interested in how this project might impact my property and quality of life.

1661 WSDOT "ContactUs" 10/6/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Dear Ms. Echols, Yes, I am interested in promoting a third bridge across the Columbia River, but I have these things to tell you: One, I want light rail in Vancouver. Two I want the bridge to connect the two ports. Three, I believe a traffic relief path, one without exits or ways to develop around it, would be a good idea from Ridgefied to Vancouver with a path through the Port of Vancouver and the Ridgefield wildlife refuge. Also Rail. The rail bridge is our weak leg, and we are going to have to do something very soon, or we are not going to keep our economy in shape. That bridge is an atrocity, and it needs to be replaced. I'll let the trans guys wax on about that one. I work intermittently as a Union Carpenter, so I'm usually not working and available for a great deal of community involvement, or else I'm busy working 60 and 70 hours a week, and no good to anyone but my employer. Right now I'm working, so I have little to say about making it to another meeting. Thanks for the shout out, and keep me informed. Regards, John Aschim

1662 WSDOT "ContactUs" 10/15/2005
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Thanks for the updated. Yes, on behalf of Emmanuel Temple Church, (I-5 Exit 303) we are very interested in all of your I-5 update information since our properly - from North Emerson to North Alberta - is right in the middle of the congested area.

1663 WSDOT "ContactUs" 10/15/2005
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

thank you for coming to the party. i remember the population saying as soon as the i-205 bridge was completed that it was time to get started on bridge number 3. i also remember the response from our elected and non elected officials that said the third bridge was not needed for so long into our future that there was no need to do anything. and that is what you did. i remember the oregon and portland officials wanted nothing to do with the original 1917 bridge. brilliant thinkers they. i remember the oregon and portland officials were not too excited about the i-205 bridge either but you probably noticed they wasted no time in putting an illegal name to a federal interstate bridge which i could not help but notice you have used in this website. glen jackson, indeed.you probably havent noticed but the people in the streets have said for way too many years that a third bridge is needed. you werent listening. now the people have some ideas for where that bridge is going to be located and again you are not listening.some day the i-5 bridge will have to be replaced because it will be falling down. why you dont wait and rebuild that bridge when the time comes due is beyond me. the freeway will always be there. and yes there are some few positive reasons to rebuild now but if you do you will still have only 2 bridges across the columbia river and rebuilding that bridge is going to be massively expensive and how will you do that effectively with all the traffic? i think that is going to be a mess for years and you will still have only 2 bridges. perhaps you could think of a third bridge and a fourth bridge. i am not a genius but it would seem to me based on current growth in the metro area that 4 bridges would be a better response that fixing i-5 bridge. i would think that you could have a bridge by the railroad bridge or replacing same to move the trucks to the industrial area and some comuter traffic with the added bonus of having another bridge in place in case of an emergency. this does not have to be an interstate bridge. cant it be just a bridge?what about another bridge for the camas washougal area? that seems so obvious and logical. it would tie into the fast growing east portland/gresham area and the east west interstate freeway and marine drive and go south and hook up eventually with i-5 south of the present convergence of i-5 and i-205. even a ridgefield bridge to highway 30 along the river has some glamour. have you ever noticed how many bridges downtown portland has? why do you think that is? and you dont think the columbia river needs more bridges? what planet are you on? however, i think the power structure has already decided on remodeling or replacing the i-5 bridge. wrongly. i think this dog and pony show is mere window dressing. i think you will spend gobs of our money on this study and do the wrong thing.have you looked at other metro areas of the world or the usa and noticed how many bridges they have in a like situation? probably not. educated idiots.☐ ☐☐☐

1664 WSDOT "ContactUs" 10/15/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Is the possibility of a tunnel part of your analysis? I see no mention of it in the press, even an article that soundly refutes the idea. Going under the Columbia may cost more, although I don't know, and it solves all the airport, rail, river, current byway issues. Has this been considered?

1665 WSDOT "ContactUs" 10/16/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The Tenor of the "Questionnaire/Survey" on the Columbia River Crossing is miss-leading in its intent. The question about and inferring that the Interstate Bridges are subject to Earthquake or natural disaster failure is a disc-service by implying that that it represents an imminent hazard to the public. It instills a faults hood in a perception that something must be done NOW to replace the interstate bridges. This leading question in its self is an effort to obtain a given and desired result.

1666 WSDOT "ContactUs" 10/16/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I certainly do and I was aware of your efforts. I am suddenly in the hospital in treatment for leukemia, but I will be out soon and as a result of my illness I have gained a new view of the need to contribute to worthy lasting cause. Your cause is just such an effort. Please keep me posted and i look forward to meeting you in the near future.

1667 WSDOT "ContactUs" 10/17/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Cascade Park Kiwanis Club would like to request a speaker for one of the following dates: December 8th or 15th....both are on a Thursday. We meet at IHOP, 2900 SE 164th just off Highway 14, in East Vancouver. The meetings are at 7:30 A.M. The speaker would be our guest for breakfast. We are interested in learning more about this Project, so hope you can provide us with someone to enlighten us. Please advise us which date would work for you and also the speakers name. An email reply is sufficient.

1668 WSDOT "ContactUs" 10/17/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Thank you for the information. I hope to attend at least one of the provided open houses.

1669 WSDOT "ContactUs" 10/19/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

I'm currently taking a Community Development class at Washington State University. Would someone be available to speak to our class (Tuesdays & Thursdays 2:50pm-4:05pm) regarding this project - how communities begin a project like this and the various aspects involved. Thank you for considering this. Nina Wager

1670 WSDOT "ContactUs" 10/21/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

WHERE ARE THE PROPOSALS FOR A TUNNEL??

1671 WSDOT "ContactUs" 10/21/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Thank you very much. I appreciate your efforts in the careful planning of our future transportation challenges. Yes, I would like to be on the mailing/email list. Have a wonderful day and thanks again

1672 WSDOT "ContactUs" 10/19/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

Very interested in this project as how it affects Portland Intl Airport and Pearson Field.

1673 WSDOT "ContactUs" 10/23/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Tear down the lift spans and put in bridges high enough and wide enough to handle ALL river and road traffic simultaneously

1674 WSDOT "ContactUs" 10/24/2005
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Thank you for including our name on the mailing list. It is very much appreciated and FIGG will certainly continue our interest in the project, which now extends to more than 20 years. The newletter is a very good presentation of the congestion which exists in the Bridge Influence Area. The Draft Project Definition statement describes the project quite well. FIGG, is very much interested in the replacement crossing of the Bridge. The only comment at this point is that the replacement will span a number of generations and therefore should reflect the communities, Vancouver and Portland, expression of themselves as well as provide the more routine aspects of a crossing; i.e., to serve the travel demand of this great metropolitan region, the through travel demands and, as well, the international travel the I-5 Corridor accomodates.

1675 WSDOT "ContactUs" 10/22/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I am unable to attend any of your 3 open houses. However I would like to point out that Americans are independent individuals. We value our freedom. And in todays fast passé world we require ourown private transportation inorder to be able to deal with the multiple demands of our individual schedules, So the only solution to this major river crossing problem that is going to work in the real world is another bridge somewhere within 2 miles of the existing I-5 bridge

1676 WSDOT "ContactUs" 10/27/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Instead of wasting your time focusing solely on the I-5 corridor, you should be focusing on where the traffic comes from and what would be the most efficient way to get them to their destination. If you looked at it that way, then having a bridge cross from Salmon Creek to the Oregon I-30 would be the most feasible since 1) that is where all that traffic is coming from and 2) Salmon Creek and primarily North of Salmon Creek is where all the future growth will be. Having them immediately downtown Portland by crossing the river at Salmon Creek to Oregon's I-30 would save everyone involved future expense and commute times

1677 WSDOT "ContactUs" 10/31/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Can you tell me if this I5 bridge project will be fully funded by the new gas tax or not?

1678 WSDOT "ContactUs" 10/30/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I live in the Shumway neighborhood of Vancouver near the 39th street I-5 freeway ramp. I'm interested in how the Columbia River Crossing will, impact neighborhoods in this area. Will the freeway be widened into our neighborhood? Will there be a traffic increase through our neighborhood?

1679 WSDOT "ContactUs" 11/2/2005
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

I live in Portland and commute to work across the I-5 bridge into Vancouver...an easy reverse commute.I attended the presentation yesterday (Nov. 1) that was given at the Vancouver City Council Chambers sponsored by the Vancouver Planning Commission.First, I just want to say what a great, easy to follow, thorough presentation all three speakers gave. The presentation was very informative and was presented in a very non-technical , yet very professional manner, that made it enjoyable to listen to....thank you.The only decision I would like to way in on...and I know you are a long way from getting to this point, but please make the new bridge architecturally significant. This project affords the area with a real opportunity to design a manmade regional landmark. I am more than happy to pay more taxes to get a bridge that is appealling to look at and not just some concrete ramp like the Glenn Jackson I-205 or Marquam bridges.Thank you again for the great presentation!

1680 WSDOT "ContactUs" 11/2/2005
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I thank the Project Team for the recent public sessions I attended at Clark College on October 25 and in the Vancouver City Council Chambers on November 1 to inform citizens about the Columbia River Crossing project and the need for improvements to I-5 in the Bridge Influence Area. The open, public process in transportation planning is appreciated. Jay Lyman and his associates are doing a most professional job. It was stated in response to my question during yesterday's information session that perhaps 90% of all river crossing traffic is single occupant vehicles (SOVs) . If freight traffic and bus traffic is not considered then the percentage of single occupant vehicles is an even higher percentage of the personal vehicle traffic. I believe that the extremely high percentage of SOV's is a big part of the problem. There are too many cars on the freeway and bridge. Are all these trips necessary? I suggest (this is my comment for your consideration) that reference to the high percentage of SOV traffic be blended into problem definition. Doing this would call attention to the SOV traffic and lead to looking for solutions that reduce the number of SOVs on the road alleviating congestion and conceivably even reducing the final project costs. Conservation of available road capacity is an economical way to create improvement in driving conditions without extreme measures that otherwise could be required. Conservation of road capacity is a short range solution, something to get us by until roughly 2015 when construction of additional capacity is complete and in use in the BIA, as well as a long range solution affecting the ultimate construction plan. Thank you for accepting this bit of input from a person concerned about traffic issues and there impact or mobility and livability in this region. Dennis Johnson

1681 WSDOT "ContactUs"
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Good Morning, A bridge w/10 lanes is one of the proposals to cross the Columbia River. WOW!! that will be great 5 lanes north and 5 lanes south; and you still have 2 lanes south near Delta Park. Imagine funneling 5 lanes into 2 lanes? Traffic would then be backed up to Ridgefield exit or further north. It already funnels 3 lanes into 2 lanes; and is backed up north of the fairgrounds most days. IF my memory serves me; back in the 70s Delta Park section of I-5 was a bone of contention w/WA residents traveling in to and out of OR. There was road construction in that area for awhile; and 30 yrs later, there is still a problem in that area.Again if my memory serves me....the I-205 bridge could have opened months sooner IF Oregon would have made their connection to WA's finished project. I don't feel that a toll is the complete answer. Oregon MUST actually contribute postively toward the solution!! Not drag it's feet, or go through the motions of assisting with the problem....be part of the solution not part of the problem. IF there is a toll...where do the monies go...accountability? WA state/Clark County residents already have made a huge investment into OR state coffers!Regarding light rail....Wasn't I-205 built with a possibilty of light rail crossing the bridge? Another bridge in another location? What is the destination of the I-5 commuters ? West Portland...Beaverton? Survey the commuters regarding their destination? Maybe a bridge west of I-5 bridges would better serve the majority of the commuters. When another bridge is built...construction should be similar to I-205...no raising of the bridge for river traffic. When traffic was backed up on the WA side, I use to say..."Everyone catch a train in Vancouver and cross the railroad bridge to Portland". But seriously, once in Portland, no way to get to your destination. Thank you for your time spent to work on the solutions to the river crossing situtation. As a resident of Vancouver, I plan to continue to study and follow this as it develops.

1682 WSDOT "ContactUs"
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

build a double decker bridge, build a temporary bridge

1683 WSDOT "ContactUs"
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight	x	Safety and Seismicity		No Comment

in favor of a big bridge, like Fremont Bridge - so many wrecks

1684 WSDOT "ContactUs" 10/6/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

All those people who live in Washington and work in Oregon need to pay some kind of tax or fee to help redo the bridge. Those people are the reason why this bridge is over-maxed. Oregon and Washington need to fund more buses going to the NoPo MAX station, and Washington needs more transit parking lots so cars don't have to come over the bridge to use TriMet

1685 WSDOT "ContactUs" 11/5/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

A board member of HINOON would like to be included within the Task Force if there are openings. I realize that the task force has been formed but the Hayden Island Community will play a major rule in absorbing the consequences of the development. They should have a voice within this group.

1686 Open House Notes 10/27/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

have a floating home on Hayden Island and would like to be on your mailing list for future information. Thank you.

1687 CRC Task Force Meeti 10/12/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Good evening, everyone. My name is Sylvia Evans and I'm from Portland. I represent Humboldt Neighborhood Association and also the Plaza Neighbors Association. I've been a resident of Humboldt for over 20 years. I live one block from I-5 freeway. Over the past 20 years I've seen the health impact due to that freeway, negatively impact my neighbors and myself. At 32 years old I was diagnosed with congestive heart failure. I have three children and all three have asthma. Because of this I started looking more into my neighborhood. Who else has these same issues that I have and what's the cause and what can we do about it. For the past three years, with --in partnership with Lewis & Clark College and Portland State University, we have performed air quality testing, on both sides of the I-5 freeway, in and around the plaza, and what we found is that the air toxins are extremely high. We also have an ODOT air testing station on Roselawn within Humboldt. So what I was able to do was I was able to look at the numbers that we were receiving directly from I-5 freeway, located one block, and then also the numbers from the DEQ station on Roselawn, which is just up the street from my apartment complex. The numbers are much higher the closer you are to the I-5 freeway, and I know that most of you should understand this. This impacts our livability. The problem is just not asthma and other upper respiratory conditions, it is also cancer, because we are definitely a cancer cluster. Four years ago we decided to put in community gardens within Humboldt in a food stabilization project. Three years ago we found out that we are not able to grow leafy green vegetables, the vegetables that you would have to eat the skin, due to the air toxins forming a silver sheen over our vegetables. So for the past two years we've been growing things that would scrub toxins out of the air and prevent them from settling on our produce, which we haven't been very successful with, because other than putting cloches over all seven of our beds, that's the only way that we are going to be able to do any kind of gardening along the I-5 freeway. I then looked at the Patton home which also has a community garden which is also one block from the I-5 freeway that is also having the same problem. The Patton home is home to our elderly and some mentally disabled folks who like to garden, like to go outside, like walking around the community, but because of the air toxins we were unable to do that. We used to have a walking tour up and down Albina. PCC is one block from my apartment complex. We're unable to do that because of the increased air toxins from the freeway. So I'm hoping that any decision that you make about the bridge and about expansion of the freeway you take into consideration our health. Thank you very much.

1688 CRC Task Force Meeti 10/12/2005
Question: N/A

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
x	Economy and Freight		Safety and Seismicity		No Comment

I'm Vinton Erickson from Vancouver. I've been a farmer all my life and I guess we also develop land. We've done a couple hundred lots and we're doing a couple hundred more. But I would say in defense of livability, I guess I should be dead because I've always used chemicals all my life on the farm, but that's just a -- for the good word. I guess I would like to give compliments to a couple of fellas that really talked about the freight mobility and trucks and what's happening in the -- well, the realm of things that if the trucks can get through that's going to be a real rough idea. But what I would like to -- the last time I talked about the Lonnie study, the west side bypass, and also Duvall□who was from the -- I've got the deal -- the paper that he published, The Oregonian put in The Oregonian about the bypass deal. Now, if the bypass was built today, you know, right now there's about 300,000 cars and trucks a day going down I-5 and 205, but if we had all three corridors -- much of us talked about the corridors, instead of having 150,000 more or less on each one, you'd have -- you'd have 150 -- you'd have□50,000 cars and trucks a day off this corridor right here which you wouldn't have to do a blooming thing to it because you -- it just -- bypass and it really makes sense if you'll study it. I've got -- it just does. Thank you.

1689 CRC Task Force Meeti 10/12/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Hard to follow that. I'd like to talk about bang for the buck. This project has been estimated to be one to two billion dollars. Now, I think that there's a possibility of a solution that would meet probably 90, 95 percent of your criteria. That may be 400 million dollars, you know, one quarter of that. But this screening criteria I see as a way of eliminating -- well, I guess you throw out the baby with the bath water. You could say well, it doesn't meet one of the finer points of one of these criteria and therefore it fails and therefore we're not going to look at all our cost option.☐So I have a problem with this screening criteria. I really think that you should be looking at a lower cost option to start with and if it does not meet enough of these criteria, then go to the next step to the mega project. But this being a mega project right from the beginning I have a problem with, and it means a lot more study, a lot more costs and study, a lot more time when in fact you might be able to solve 90, 95 percent of these issues much faster at a far lower cost if they are not screened out early, and I just see how this matrix here could possibly screen out some good ideas. Thank you.☐

1690 CRC Task Force Meeti 10/12/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing	x	Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Hello. My name is Sharon Nasset and you've heard me speak here at a few other meetings, and what I would like to say is I'm trying very, very hard to involve myself in an open process, and an open process is a two-way situation and I don't feel that it's that way. I am not in any way trying to annoy anybody by being a participant in what is supposed to be an open process, and I am having a very hard time, a very hard time, with the fact that lots of information's missing. The meeting notes you had today did not show your deliberation, who said what, what they meant, and you represent people. Then you have the citizen comment period and you name off the individuals who spoke. This gentleman spoke. His name wasn't there. Not only are our names the only thing that is printed but usually we are given a paragraph, a statement. For those people who can't be here to speak so they can hear what's being said and being a part of the process, saying our names and not what we said is extremely disturbing and does not meet the letter of the open meeting laws or the spirit of it. I am really trying to be a tolerant person and not think that there's like some kind of conspiracy. But my goodness, there is. If you go to the web site you will see Serena, Rex and Lora Caine's e-mails are missing. You will find that there was citizen comment in the May, that the meeting notes for May were on the web site with the citizens' comments, and they're missing. You will find all kinds of things missing. Like the fact that this board or group is called the I-5 Bi-State Transportation and Trade. It is not on the web site, the official web site. It has never been on any of the paperwork. The Columbia River Crossing is a project of it, it is not the name of the group, and when you call the federal government and ask them has the charge changed? No, the charge is the corridor. Has the area changed? No, the governors have not come out with anything new. And when you go to your web site your web site not only does not have the study area, which is exactly the same as the two groups before you, but the maps don't even show the full area. You talk about seismograph, every single bridge in the area does not meet current standards, and do you say that? No. And it's not a vacuum, it's a system. I really believe that this can be worked out in a tolerant way and that hearing people will further the process. The fact that I have people calling me and people that didn't come here tonight because they're protesting and they are asking for us to contact the state attorney general and to stop the process, and Jeri can tell you she's got them coming in there, it's just appalling. There is no reason not to have an open process unless you want to appear as dishonest. Do you really want your integrity -- I respect the people in this room. See you all the time. I think you're doing a pretty good job. You're hanging in there. Do I really want to see your names in the paper as being participants who signed off on things that don't go along with open meeting laws? I don't want to see it. I don't want to be involved in incidents like that. That's not my direction. And here I go down the road and that's the only options you're giving me, and it's getting old. So meet the commissioners, go down to Salem, have them have an arbitrator come in. It's not getting us where I would like to see us go. I do have an agenda and I've been open and honest about it. It would be nice to see if your agenda is open and honest. I'm going forward because I plan on polishing our economic gem and our economic gem here is transportation and we need goods coming in and out of here in the biggest form we can and providing jobs now and for the future, and anything short of that is not good enough. And I'm not trying to annoy anybody but I'm not going away. And I'm trying to be as nice as I possibly can but I'm tired of hitting the wall. So I wish you good luck. I cannot believe that you passed this meeting notes today as meeting notes and if I weren't stuck on I-5 getting here I would have been here in time and I probably would have held up a sign that said what is going on. It takes a lot to frustrate me but I'll go the legal route if I have to and there's a lot of people that will, and I think that would be disgusting and it would show that we can't work together as states or as citizens or as representatives.And I'm sorry that this is what I had to say tonight but boy, oh boy, oh boy, and I'm not the only one saying it, and anybody that's got their ear to the ground knows it. Thank you.

1691 CRC Agency Open Ho 10/21/2005
Question: What are the problems in the bridge area?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The lack of natureal resources, including historically filled wetlands (tidal and non-tidal) , loss of riparian habitat and loss of functioning floodplain

1692 CRC Agency Open Ho 10/21/2005

Question: What issues and concerns should we consider as we develop solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

1. Restore wetlands, including tidal and non-tidal , 2. Restopre riparian habitat, including floodplain conductivity, etc. , 3. Conduct as search for and develop a range of mitigation options for impacts, temporary and permanent, to waters of the state includeing wetlands.

1693 CRC Agency Open Ho 10/21/2005

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
x	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Conduct a baseline evaluation of (historically lost) wetlands and riparian areas in the project arceas. Determine: acres of thes habitats lost (by development, etc.) , acres of these habitats currently existing, wetland functions lost and wetland functions existing, riparian functions lost and wetland functions existing

1694 CRC Agency Open Ho 10/21/2005

Question: What are the problems in the bridge area?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Too many cars, trucks and buses that use the Interstate 5 bridges during the peak hours both AM and PM.

1695 CRC Agency Open Ho 10/21/2005

Question: What issues and concerns should we consider as we develop solutions?

x	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
x	Community Livability		Project Financing		Process
x	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Develop alternatives that balance impacts to both natural and human environment e.g. ESA, historic resources, neighborhoos, businesses, etc

1696 CRC Agency Open Ho 10/21/2005

Question: What criteria should be used to evaluate any potential solutions?

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

limiting sections from laws, permitting, meet purpose and need statement developed for this project.

1697 Letter from C-TRAN 11/7/2005

Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Financial Plan: The financial plan for this project, including bridge and transit options, needs to clearly detail capital and operating funds. Potential funding sources, including tolling, need to be brought into public discussion early in the process to ensure these sources are realistic and supported by communities in Oregon and Washington. Where a community investment is expected, community dialogue must be inclusive and thorough.

1698 Letter from C-TRAN 11/7/2005

Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability	x	Project Financing		Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

The cost of operating and maintaining a high capacity transit (HCT) option is beyond the scope of C-TRAN's current funding sources--and should not draw upon C-TRAN's current funding resources. Plans for service and facilities that are beyond what C-TRAN outlines in its 20-Year Transit Development Plan (which will be finished during 2006) need to be evaluated to ensure sufficient capital and operating funds over a 20-year horizon. A peer review, accounting reviews, or stakeholder interviews may be methods for establishing that the assumed financial plan is reasonable and realistic.

1699 Letter from C-TRAN 11/7/2005

Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Public support: Expanding on precedent established in the I-5 Transportation and Trade Partnership, the CRC EIS must be a transparent process of establishing, evaluating, and recommending transit, highway, and transportation system and demand management strategies and options. The project needs to establish a high level of accountability, openness to ideas, and responsiveness to public input throughout all development, evaluation, and decision-making processes.

1700 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

There are distinctive differences in the perception of HCT options between Clark County and Multnomah County, though wariness about additional taxes and effective use of public funds seem to be areas of commonality. Caution must be taken to ensure effective public information and dialogue if public support for the project is to be build among residents, businesses, transit riders, and voters (to name just a few of the many stakeholder constituencies). Measuring public perceptions and responses periodically would assess progress in this area. Before a project advances out of the EIS process, it should be determined that the transit system proposal, including its operating and capital financing, meets with a high level of public support and political support.

1701 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Transit Alternatives: Evaluation of transit alternatives must be accomplished through an open and equitable process. This is essential for public credibility of the resulting preferred option. A light rail transit (LRT) alternatives has been previously developed to a high level of planning, engineering, and costing details which will nee to be updated to reflect conditions that have changes in the ensuing decade. Other HCT alternatives should be developed to a comparable and sufficient level of detail to facilitate a fair and equitable evaluation among HCT modes. The alternatives evaluation process should not proceed beyond screening until this information is adequately developed.

1702 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Competing agendas and visions for Clark County and the region, and the resulting tensions, present some risk to the EIS process. Project staff will need to effectively manage conflicting viewpoints ensuring advocacy for a particular position does not result in undue influence that damages the credibility or perceived openness and equitability of the evaluation process. Public support for the project and its financing could erode if this happens.

1703 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

C-TRAN's Premium Express Bus Commuter service between Clark County and central Portland serves a viable transit market. We assume this service will continue on a cost recovery basis. Therefore, express commuter service should be included in the No Build Alternative and in each of the Build Alternatives evaluated during the EIS.

1704 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Any proposed HCT system must include an evaluation of the means of providing local, coordinated transit service in support of HCT. Local service proposals for Clark County must be developed in consultation with C-TRAN if the project is going to be approved. Consultation shall involve developing a future transit network, including scheduling and capacity proposals, where adverse impacts to local transit operations and financing are avoided, minimized and mitigated.

1705 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

Transit recommendations, as a result of the CRC project must acknowledge that C-TRAN service levels are constrained by current funding levels. C-TRAN must meet the needs of its local and commuter transit patrons, in addition to supporting any new transit service in Clark County.

1706 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As the leadership of the transit authority serving the cities of Clark County, C-TRAN's Board of Directors should be provided the opportunity to make concurrence decisions at key decision points, 2, 3, and 4 on the EIS timeline: Adopting a Range of Alternatives for Consideration, Adopt a List of Alternatives to Study in the EIS, and Adopt a Preferred Alternative. (This is under discussion with the Federal Transit Administration and CRC leadership) . C-TRAN expects to complete its 20-year Transit Development Plan in 2006, including service orientation and allocation of hours, and funding of operations and capital projects. There should be a high level of consistency between the CRC recommendations and C-TRAN's long-range plan.

1707 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources	x	Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

C-TRAN is mandated to plan for at least a 20-year horizon and has set a horizon date of 2030. Nonetheless, CRC transportation improvements in the bridge influence area will conceivably have a useful life of 50 years and beyond. Decisions made as a result of this project should not only meet the 20-year test but should also be visionary and strive to adequately accommodate as many river crossing needs as possible in the longer range context.

1708 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

The CRC project is moving forward rapidly in a highly dynamic and politically charged environment. While this is an extremely significant transportation project for the region, failing to address the above issues could create insurmountable challenges to advancing a project.

1709 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing	x	Process
	Natural Resources		Specific Alternatives		Other
	Economy and Freight		Safety and Seismicity		No Comment

As a sponsor agency of the CRC project, C-TRAN is interested in its advancement though an open and public process that engages Clark County citizens. C-TRAN has very limited staff support which can be applied to this important project. External expertise will have to be leveraged to ensure adequate attention and accurate information is applied to key points in the process. It is understood by C-TRAN that labor costs accrued are handled on a cost recovery basis. Our projections are expected to reach $214,000 over the course of the project and to be fully reimbursed by the CRC project. C-TRAN can bring to the project a deep understanding of transit issues in Clark County, and the perspective and input of a Board with diverse views and constituencies. C-TRAN has established a link to transit riders and supporters who have actively shown their support in the recent funding election. C-TRAN's challenging history over the past few years has given us a unique perspective on builildng public support for transit--especially the importance of accountablity and public involvement in decisions. As Clark County's transit system, C-TRAN expects to be involved in that role as the EIS advances.

1710 Letter from C-TRAN 11/7/2005
Question: N/A

	Travel Demand, Congestion, Accessibility		Public Transportation and Modal Choice		
	Community Livability		Project Financing		Process
	Natural Resources		Specific Alternatives	x	Other
	Economy and Freight		Safety and Seismicity		No Comment

There is proven support for transit in Clark County. I look forward to working with you through the Columbia River Crossing EIS as the project will have a significant impact on C-TRAN and the future of transit in Clark County. We understand this scoping letter will be shared with FTA, FHWA, and the CRC Project Sponsors.

APPENDIX C

Web-based Survey

Columbia River CROSSING

700 WASHINGTON STREET
VANCOUVER, WA 98660
360-737-2726 | 503-256-2726

We are interested in your opinions about plans to update and improve transportation across the Columbia River on the I-5 corridor.

As background, the I-5 crossing over the Columbia River consists of two, side-by-side bridges and a "bridge influence area" that includes:

- Interchanges with three Washington state highways (State Route [SR] 14, SR 500, and SR 501)
- Six major arterial roadways that serve a variety of land uses and provide access to Vancouver and Portland
- Two international ports
- Industrial centers, residential neighborhoods, retail centers, and recreational areas

The purpose of this survey is to collect opinions and observations from individuals, organizations, and businesses. Your responses will be considered with comments made in community forums held throughout the region. The project team will use that information to develop a solution for improved transportation over the Columbia River.

Thank you for taking a few minutes to complete the survey. Your responses will be confidential. Some direct quotes from survey responses may be used without identifying the sources, to highlight or emphasize particular points of view.

1. How often do you travel across the Interstate Bridge (also known as the I-5 bridge) along I-5 between Vancouver, Washington, and Portland, Oregon? (CHECK ONE)

	At least 3 to 5 times a week
	Less than 3 times a week
	Several times a month
	Several times a year

2. When traveling across the I-5 bridge, are you normally traveling in… (CHECK ONE)

	A commercial vehicle, such as truck, pick-up, or van
	A car driven by yourself, family member, or friend
	A bus or other public transit vehicle
	Other (please specify)

3. What is the primary reason you use the I-5 route? (CHECK ONE)

	Commuting to and from work
	Commuting to and from school
	To shop or visit friends
	Move freight
	Other business reasons
	Other (please specify)

4. What is the primary concern or frustration you have about using the I-5 bridge? (use back of last page for more space)

5. The following are some problems others have identified with the existing I-5 crossing at the Columbia River. Do you consider each a major problem, a minor problem, or not a problem?

	Major problem	Minor problem	Not a problem
Access roads, entrance ramps, and merge lanes are unable to handle traffic leading to the I-5 bridge			
Congestion in the I-5 bridge influence area decreases public transportation travel speed and service reliability			
Truck access to port and commercial facilities is inefficient in the I-5 Columbia River Crossing project area			
The I-5 bridge cannot handle traffic during non-peak/non-rush hour periods			
The I-5 bridge is not capable of meeting future traffic demands as the region's population grows			
The bridge does not meet standards to withstand earthquakes or natural disasters at the I-5/Columbia River Crossing			
Bicycle and pedestrian facilities in the I-5 Columbia River Crossing area are inadequate or nonexistent			
The I-5 bridge cannot handle traffic during peak-use/rush hour periods			

6. In your opinion, what should be the number one priority for planners and decision makers as they consider changes to the bridge, access roads, and ramps in the I 5/Columbia River Crossing project area? (use back of last page for more space)

7. The following are potential issues for the project team to consider when planning bridge and roadway improvements for the Columbia River Crossing project area and the I-5 corridor. Please rate the priority for each issue.

	Major priority	Minor priority	Not a priority
Improve public transportation services between Portland and Vancouver			
Reduce commute time during peak use/rush hour periods			
Preserve historic sites, and cultural and recreation resources in the project area			
Make sure there is a sound plan to pay for changes to the transportation facilities and services in the project area			
Improve transportation safety in the project area			
Preserve fish and wildlife in the project area			
Reduce delay for truck-haul freight traffic that uses the I-5 corridor and bridge for local and regional commerce			
Make sure benefits and negative impacts associated with the project area are equitably distributed			
Limit the environmental and economic impact that changes may have on residents and businesses in the project area			

8. Do you have any other concerns or comments you would like to share about changes to I-5 and the bridge at the Columbia River Crossing? (use back of last page for more space)

9. If you would like to receive the results of this survey and periodically get more information about changes in the Columbia River Crossing project area? Please provide the following information.

   Your Name:_____

   Mailing Address:_____

   City and State: _____

   Zip Code: _____

   E-mail Address: _____

10. What is your age? This question is for statistical purposes only (Please circle one)

    18 to 34

    35 to 44

    45 to 54

    55 to 64

    65 and older

11. What is your gender? This question is for statistical purposes only (Please circle one)

    Male

    Female

12. What is the zip code of your home address? This question is for statistical purposes only

    _____

APPENDIX D

Open House Questionnaire

Columbia River CROSSING

Learn about the project and give us your input! Visit the information stations and talk to project staff—look for the black shirts with the nametags. We look forward to talking with you and appreciate your participation today!

Tell us what you think!

What are the problems in the bridge area?

What concerns and issues should we consider as we develop solutions?

Please complete additional questions on the back side of this sheet. Thank you!

Optional

Name: Affiliation:

Address: City, ST ZIP:

Phone: Email:

Return your comments no later than 11/20/05 to Columbia River Crossing Project, 700 Washington Street, Vancouver, WA 98660.

What criteria should be used to evaluate any potential solutions?

How do you learn about and share information?

In order to provide you and your community with timely and relevant information, we need to better understand how you share information. Please answer the following questions, so we can better involve and inform you.

1. Which people or organizations do you typically **get information from** about relevant community events and issues?

2. Which people or organizations do **you trust to get information from** about relevant community events and issues?

3. Which people or organizations do you typically **give information to** about relevant community events and issues?

Thank you for giving us your ideas today.

Return your comments no later than 11/20/05 to Columbia River Crossing Project, 700 Washington Street, Vancouver, WA 98660.

APPENDIX E

Scoping Meeting Transcript

COLUMBIA RIVER CROSSING AGENCY SCOPING MEETING

DATE: Friday, October 21, 2005
TIME: 4:00 p.m.
PLACE: WSDOT Regional Headquarters
11018 NE 51st Circle
Vancouver, Washington

COURT REPORTER: KAREN M. SMITH, CSR

Rider & Associates, Inc.

360.693.4111

WAYNE KOBER: Okay. Welcome, everybody, and welcome back for those people who were with us all morning working on the bi-state cooperative agreement and welcome to the people that just joined us. We did introductions so everyone knows who's here.

First I'd like to start by introducing myself. My name is Wayne Kober. I'll be the facilitator for the meeting, and I'll introduce -- have the advising team introduce themselves.

Jay.

JAY LYMAN: Jay Lyman, consulting team project manager for the Columbia River Crossing.

HEATHER GUNDERSEN: I'm Heather Gundersen. I'm the environmental manager for the Oregon Department of Transportation, Columbia River Crossing.

JEFF HEILMAN: My name's Jeff Heilman. I'm a consulting environmental team manager.

WAYNE KOBER: And Karen is our stenographer today. She'll be taking a verbatim transcript so we can make good notes of the meeting, and we'll need people to make sure they're loud and clear so Karen can hear everybody.

Rob, you want to introduce yourself.

ROB DeGRAFF: I'm Rob DeGraff. I'm one of the two project co-directors on the Columbia River Crossing with the DOTs.

KRIS STRICKLER: Kris Strickler, chief engineer for the Columbia River Crossing.

WAYNE KOBER: Let's start around the room and have each person introduce themselves and the agencies they represent, and we'll start with Mike here. If you can stand up and look back at the group so they can see you.

(Attendees present identified.)

WAYNE KOBER: Okay. That's everybody. Thank you.

The first thing I wanted to do is highlight the agenda this afternoon real quickly. We've done the introductions and did them this morning and I'll state the purpose and objectives. We're going to review the EIS process for the Columbia River Crossing project.

Next we'll get into some history and background. As you know, the project has had some pretty extensive planning efforts going on for several years and we'll see that there's several other projects that relate to this project.

Then we'll take a break, get into the study area, the scope, purpose and need, get into the heart of the discussion on environmental issues and potential range of alternatives, and then wrap up.

And I know you all like to be on the road as soon as possible so we'll work -- remind you all to work hard to have us done by 5:00 o'clock and maybe before then. So we'll

do a brief wrap up at the end.

As far as the purpose of this meeting, it's to really conduct the official agency scoping meeting for the project this afternoon. This is the meeting that was

advertised in the notice of intent in the federal registry and I think that was on September 27th. It was in the federal register, and as you know, this officially launches the EIS process for the project that's going to comply with the National Environmental Policy Act.

So the purpose of today's meeting is to conduct the scoping, the initial scoping for that project. As you all know, we've had two meetings before this. One was a two-day meeting in August to discuss the framework of a bi-state cooperative agreement on how we would work together on this project, and we went this morning to discuss a draft of that agreement and we had a real good discussion about what the people would like to see added to the agreements, some modifications, and that agreement is going to be probably finalized within the next month.

Our objectives are to really have a good discussion with you about the history of the project, the purpose and need, the problem statement, study area and scope, what environmental issues are critical in this corridor. Some people refer to it as the bridge influence area and that's what you see up on this map.

So we'll review the environmental issues and also the potential range of alternatives. There's a range of alternatives that are outlined in the notice of intent so we'll start out with that discussion. That's the objectives as we work through that.

There will be notes of this meeting. There won't

be a transcript that's really distributed to all the agencies. There will be a transcript that's used to prepare the notes, so the project team will have the transcript but we expect that all you want to see is the high level notes. So there will be notes of the meeting and we'll discuss the schedule for getting those out by the end of the meeting.

So is there any questions about the agenda or purpose or objectives of being here? Everybody pretty clear on that? Okay. Well, now I'm going to turn the microphone over to Heather to get into a review of the EIS process.

One thing about asking questions, because Karen needs to hear who is saying what, it would be good when you ask a question -- I'm going to bring the microphone to you and you just say your name and state your question and that'll help her.

So I'll turn it over to you, Heather. Thank you.

HEATHER GUNDERSON: Thanks, Wayne.

Can everybody hear me okay? Good. So I'm going to talk a little bit about who the NEPA players are in this EIS

process and this will kind of set the stage for further discussions later throughout the meeting to kind of understand why you're here and who does what as we start mentioning some of these groups.

So I'm going to talk about the roles and responsibilities of some of the players, and there is a handout up on the table up there. I think each of you probably grabbed one on the way in. And this is something

that we distribute to folks so that they understand who is doing what in this process.

I'm going to talk a little bit about our schedule and the evaluation process we're going to go through, talk about some of the major milestones, and then just give you a little idea of what the design approach is that we're going to use for this project.

So each of the groups here listed, I'm going to go through each of them pretty well. We've got the Project Development Team which is also the PDT. We've got working groups, regional partner group, the task force, project sponsors council, resource and permitting agencies, and then, of course, our federal co-leads, FTA and FHWA.

The Project Development Team is a fully integrated agency and consultant team. And when we say "agency", we're talking about agency staff from several different agencies; both the DOTs, Washington and Oregon, both NPOs which is RTC

on the north side of the river and Metro on the south side, both transit agencies which is C-Tran and TriMet, and both cities, Vancouver and Portland.

The consultant team is comprised of many firms. DEA is the prime, Parametrix, Price Rinker and CH2M Hill are also the other three, and then we've got several smaller ones.

So then we've also got some working groups and the working groups were established to have specialized roles throughout the project. This list includes -- our working groups will include at least this list but some of them will

have sub groups as well. And then others will be formed as needed so this is not all inclusive. And we can bring together ad hoc groups if we need it.

And the groups are going to include specialists from agencies and consultant staff as well as representatives from other organizations as deemed appropriate. So for example, under the environmental analysis group, we might have a storm water subgroup that would focus on some of the technical issues associated with storm water and some of the folks that I would anticipate being in that group would be Department of Ecology on the Washington side, Department of Environmental Quality, both of the cities, NIMs, of course, and some other folks who may have expertise or just interest can also be part of that group.

Then there's the regional partners group, and the

regional partners group is really a lot of senior staff from the agencies listed here. FHWA, FTA, DOTs, Metro, RTC, TriMet, C-Tran, both the ports, both the cities and both of the counties are part of this group, and this is really where the PDT vets ideas prior to taking them to the task force.

This group also advises and assists the PDT in project delivery and many of these same agencies are actually on the PDT, and actually you'll see a lot of these groups reoccurring through many of the larger groups, many of the agencies recurring through some of the larger agencies.

And the RPG meets about monthly right now and the -- through the RPG this is one place where we're going to find

some staff to staff the working groups, so a lot of the working group members will come out of this RPG or from the agencies represented at the RPG.

So then there's the task force and the task force is a 39 member group of members who represent various stakeholders. Listed is some of the stakeholders up there such as public agencies, businesses, civic organizations, environmental groups, commuter groups. This group now meets monthly.

I believe they started out meeting every couple of months or quarterly but we realized that they needed to meet more often, and this group, they make recommendations to the project sponsors council about how to move forward. So for

instance, the task force will make recommendations regarding the problem definition or screening criteria and these recommendations will be evaluated by the project sponsors council who will make decisions.

So who's the project sponsors council? Well, these may meet at major milestones throughout the environmental impact process and they make key decisions about project direction. I'm going to describe some of the key decisions in a few moments when I go through the evaluation process and schedule, but these guys may also advise the PDT on the day-to-day development of the project. So the PDT gets a lot of direction from a lot of different groups.

And these members are the project sponsors and then we've got the ex-officio members of FHWA and FTA. The

resource and planning agencies, these guys are a group of Oregon and Washington resource agencies. As Wayne mentioned, we've been getting this group together over the last few months.

We had a two day workshop in August and we also met this morning to talk a little bit about the agreement that explains how we're going to work together, and this group is -- it really consists of the key federal, state and local agencies responsible for protecting environmental resources and cultural resources in the region and their purpose is to provide -- and the purpose of the group is to provide a forum

for agency coordination and collaboration, specifically for the CRC project.

Some of you may be familiar with CETAS and SAC. SAC is on the Washington side of the river and CETAS is on the Oregon side of the river. Currently this is where big NEPA projects go through to get early agency coordination throughout the process.

Well, since this is a bi-state project we weren't able to do that so simply so we were kind of creating this special group and we're still in the development phases but we will start meeting. We have already scheduled our next meeting for next month and it's going to be a good way for us to really coordinate and collaborate with all these resource agencies in the project.

FTA and FHWA, I'm sure everyone here knows the EIS is under the National Environmental Policy Act. The ultimate

responsibility for the policy lies with these federal agencies and in this case they are co-leads. FTA and FHWA will also provide guidance throughout the project as well as formally issuing the Draft Environmental Impact Statement and Final Environmental Impact Statement.

FHWA and FTA are involved in a lot of the groups you've seen there. There are agencies listed under many of the groups I've already described, so they are playing a really active role in participating in many of the groups.

The last step for the Environmental Impact Statement is the record of decision and the FTA and FHWA will jointly issue the record of decision for this project. So this is a little schematic of the evaluation process and schedule for the project. We anticipate three years to complete the Environmental Impact Statement and reach a final decision on what to build.

Pretty aggressive schedule. During the three years there's going to be a few milestones. I've outlined some of the milestones in yellow. The first one is adopting a problem statement and the screening criteria, and that's number one there.

Another one will be confirming the range of alternatives for evaluation into the Draft EIS, and that's number four. Number five represents where we adopt the preferred alternative or the locally preferred alternative for transit. And then finally the record of decision.

This schedule really emphasizes the NEPA EIS

process and decision points but it's important to mention that we've also considered the FTA NEPA start requiring sort of integrating them into the overall schedule. For example, the preferred alternative for the DEIS will also be the LPA, like I mentioned, the locally preferred alternative.

And potentially this will be leading to an application for a new start for implementing preliminary

engineering funding. As part of new starts we'll need to develop the detailed financial plan prior to the selection of the LPA, and all costs, capital and operating, are fully considered in the decision. So that's a big piece of the process and that has been integrated into the schedule as well.

So finally, just to talk a little bit about what some of you know as contact sensitive solutions. Both Washington and Oregon DOTs, they really embrace the idea of building a positive legacy through transportation projects. A major part of building this legacy that endures after construction crews have left is really understanding the context of the project.

So this context that we talk about can include what the community values and the environment are surrounding the project, being sensitive to history and aesthetic design of existing structures and surroundings, and understanding the economic impact the project may have during construction and after.

The DOTs are tasked with building safe and

enduring structures and, you know, this can be done through a project that reflects the values of the local communities and resource agencies as well.

And that was it for me. If there's any questions we'd like to take questions at this time, have a discussion

around anything, if any of you have questions about the schedule or anything I've talked about.

WAYNE KOBER: Any questions for Heather? Must have been pretty clear.

HEATHER GUNDERSEN: I'll take that.

WAYNE KOBER: Just a reminder. Hopefully everyone signed the sign in sheet that came in. We would like you to do that if you haven't before you leave today so that Karen has a list of everyone who's here.

I would like to turn it over to Bob Hart and Jay Lyman to talk about some history on the I-5 corridor from the transit and highway perspective.

Go ahead, Bob.

BOB HART: Thank you. When Jay gets back he'll do his piece after I do mine hopefully but what I want to do in terms of talking about the history of the project -- can everybody hear me okay?

SPEAKER: Yes.

BOB HART: As you can see from the first slide, I guess the best place to begin about the history is to show you this photograph in this slide because that span you see right there was the first crossing, apart from the ferry

crossing they had, of the Columbia River back in 1917.

At that time when it was built, when it was opened in 1917, there was a five cent toll on the Interstate Bridge

on what you know right now as the northbound span on the east side. Then they had tolls. That bridge cost $1.75 million and had five cent tolls on it at the time. It was paid off in 1929.

Then about 20 years later, in 1948, the traffic levels got to a point where they considered adding another span to the river crossing and the western southbound bridge was built in 1958 at a cost of $14.5 million.

At that time it had a toll of about 20 cents per car, it was 40 cents for light trucks and 60 cents for heavy trucks. That second span was paid off in 1966 and at that time we had no more additional capacity across the bridge for about another 15, 20 years when the Glenn Jackson Bridge opened in 1982.

Today in terms of river crossings we have about 250 to 260,000 cars crossing the river every day and about 125,000 of those are on the I-5 bridge itself. I guess the message from the first slide is really since the early 1900s, about every 25 or 30 years we've had a major investment across the river.

The last major investment was in the early '80s with the Glenn Jackson Bridge and now we are again here in 2005, a good 30 years later -- 25 to 30 years later, and we've been trying to answer the question again since the early 1990s

of what the best way is to provide capacity across the river.

So what I want to do in my part of the presentation is talk a little bit about what we've done in the area of transit since 1990 and then Jay will talk about some of the work that has been done with the multi modal corridor since 1999 up to the present time, to what we're doing right now.

The first real efforts to look at transit issues across the Columbia River was in 1990 with the initiation of the Clark County transit analysis effort led by C-Tran at the time. We looked at a wide rage range of transit options in our major corridors, I-5, 205 and our cross county connection, and really looked at bus service expansion, bus ways, transit and light rail.

We looked at transportation impact, ridership, air quality impact, and also right-of-way impacts in this analysis. And I guess the key things here we concluded from the study was that when the I-5 corridor, because it had high densities already and planned densities in the future, was a good candidate for light rail.

By the same token, on that 205 corridor, we were kind of eliminating high capacity transit there to no more than bus ways because at the time I-205 didn't have the density or contents in place to warrant light rail. What the study did not do is make a determination of which of our two corridors, bi-state corridors, were the best ones to invest in first.

And then in 1990 -- excuse me, 1993, more of a joint effort on both sides of the river. There was what's called -- the long name is the south-north I-5, I-205 high capacity transit free alternative analysis study, but what that did in short was look at our two corridors again and in more of a cooperative effort between both sides of the river.

They really confirmed the conclusions of the previous work that we did. Then that recommended light rail on the I-5 corridor as the highest and best use for high capacity transit in that corridor, and recommended that a bus way is the best treatment for I-205.

The key difference, I expect, between what we did before and this one is it also identified I-5 as the priority corridor for investment, but also again revisited the cross county connection, and the importance of that is that when Jay talks about the partnership work later on, you'll see what we looked at for transit investment in these three corridors is very similar to what was done for the partnership work when we looked at light rail options within Clark County.

And then we had the -- let's see. We had the -- oh. I was going to mention as part of this, after this was done, there were two votes, one in Oregon and one in Washington for local funding for the project in the I-5 corridor. Our vote failed, Portland's vote passed, and that resulted in a scaling back in what we had in the I-5 corridor

when we initiated the DEIS, which I'll talk about again.

So we had the I-5 corridor from Portland -- from Clackamas Town Center up to Clark College. We initiated a DEIS in that corridor. But locally we had kind of a different response to it in a sense because we had to reevaluate what we wanted to do up here, and I don't want to go into the full detail of what the transportation futures committee did.

The citizens committee looked at various issues in Clark County but the key one I want to talk about is what they were going to do in terms of findings on needs for bi-state facilities between Oregon and Washington.

And again -- and the key findings were these for bi-state facilities. What they said was that we should further study these things in order of importance. Expanded bus all the way up to the I-5 corridor. And they weren't saying we shouldn't provide the corridor, what they were really saying is we need to look at other ways to address congestion and mobility in that corridor before we consider widening I-5.

They did say if we do widen I-5 -- if we need to widen the corridor for expanded capacity across the river, it should be in the I-5 corridor. They also looked at a new river crossing west of Vancouver Lake. We don't have a good map here but that map over there in the window, Vancouver Lake is that blue spot to the western portion -- the left portion

of the map but it was a brand new alignment basically crossing between Oregon and Washington to the west of the existing I-5, and also looking at ways of crossing the river east of I-205.

And they basically said because of the traffic and land use impacts, wouldn't even consider it. So when this came out this was the fact that if we do expand capacity it should be in the I-5 corridor.

I won't go through each of these studies individually but the thing to note here is that based on what our committees told us we made a good effort to look at these other ideas to provide mobility across the river.

We looked at -- we did a systems study to look for additional corridors and their conclusion was I-5 was the best corridor to consider for HOV. We had the highest congestion, the highest transit ridership, the highest car pool demand, and the highest travel time demand for car pooling.

We did it in the context of what we can do without replacing the bridge. Resulting from that we actually instituted a pilot project in the I-5 corridor southbound, a four mile study from 99th Street up to the river, up to the bridge, that was in place for four years.

It was pulled out in September of this year. Basically that got pretty good use but it was too short, was not continuous across the river, and also had a big impact on HOV traffic time. What it really confirmed for us was that it

was difficult to find solutions for mobility in that corridor without considering -- with current configuration.

With I-5 like it is right now, we're severely constrained on our ability to find solutions to mobility across the river. The committee wrote a feasibility study, basically looked at ways of taking the existing facilities again to cross the river.

We did some analysis with different levels of public transit service and found that although we had decent ridership, it wasn't that good because the existing level doesn't go where people want to go.

It's there already and it's not -- there's not enough ridership around it to support the project. The key thing I guess coming out of this is that what happened in the partnership study, which Jay will talk about this, is that the findings that we had were really similar to what came up a couple years later in the partnership study which is really the fact that it shouldn't be pursued.

Maybe if you invest -- make a real investment for other purposes in the corridor for passenger rail or freight it might be warranted but otherwise, as a stand alone issue, it is not really warranted.

And then the south-north light rail DEIS, I mentioned that before. The northern portion was scaled back from 88th Street to I-5 -- excuse me, from Clark College down

through the lower portion of Clark County. We actually completed a south-north DEIS and it was published in 1998 with Clark College as the terminus, and that was to the point where the biological assessment was complete and the agreement had

National Marine Fisheries Service concurrence with the findings that were in there regarding the biological assessment.

Ultimately the Portland area had a vote -- a revote in '98 for their local match which did not pass but essentially what came out of that in this segment between downtown Portland and the Expo Center you see today on the ground. Interstate MAX opened last year.

One thing about the DEIS for the Vancouver segment, I think the value of that, what we get out of it, was it did include information on crossing on a separate bridge for light rail adjacent to the existing Interstate Bridge. We had design options in downtown Vancouver that were identified and we also had a terminus at Clark College that was identified with the DEIS itself.

That kind of takes us through the transit piece of this but are there any questions before Jay presents the highway multi-modal solutions?

JAY LYMAN: Thank you, Bob.

Bob just went through and did a fairly quick summary of the first -- almost a full decade worth of analyses

looking at transit options between -- well, between Clark County and the Multnomah County or the Portland Metro side of the river.

In 1999 the studies took a different turn and we started using federal monies under the corridors and modal program to look at the freight needs crossing the river, and

that was the first study. It was called the I-5 trade corridor study and it -- you know, I'll touch briefly on it.

It soon evolved into a recognition that you can't talk only about freight without addressing all of the modes of travel across the river so it did become a multi-modal corridor study in its own right. It really was a feasibility study which essentially recommended that further work be done, and so in 2001 a second study was done called the transportation and trade partnership and I'll go into a fair bit of detail about that one in particular.

One of the principle recommendations coming out of that was that a project level EIS be started for the Columbia River crossing at I-5, and that's why we're here today, to talk about how -- this is the background information that led to the decision to move forward with an EIS on the river crossing.

The trade corridor study, the one that I mentioned that started out as a freight study, essentially said that -- the charge for that study was to say is there a problem, is

there agreement that there's a problem, and is there agreement that there may be reasonable solutions to pursue.

The answer to both of those was yes and it was a resounding yes. In fact, it was more than that. It was we can't afford to do nothing, we must look forward, and as I mentioned, it said that one of the principle conclusions was, although it started as a freight study, that any solution needed to be multi-modal in its approach to providing

additional capacity across the river.

The transportation and trade partnership was -- by distinction, I should mention, the trade corridor study was largely a -- it wasn't a public dialogue. There was a group of advisory folks that came together, business leaders, but it was recognized that when the next step moved forward in this transportation and trade partnership it had to be a much broader, much more open public dialogue.

So the partnership that started in 2001 was convened by the two landowners who appointed a 28 member task force, 14 people from each side of the river. It was led by ODOT, WSDOT with support from FHWA. It included several rounds of public outreach on both sides of the river, and the purpose of it was to reach a strategic plan for how to move forward with the river crossing.

At the end of the process, just for reference, all of the participating agencies, which are listed there, did

endorse or adopt the strategic plan. One of the first tasks in the development of the strategic plan was agreement on the problem, vision and values statement, and I extracted the problem statement from it.

Basically without attention the corridor's problems are likely to increase significantly and further impact mobility, accessibility, livability and economic promise for the entire region.

That language you'll see reflected as we get further into it in terms of the criteria and the problem

statement. As we started to move forward it became pretty clear that the alternatives were categorized according to our approach to providing high capacity transit across the river and by a basic decision about capacity on I-5 itself.

So you see the top there saying I-5 freeway. The distinction was very simple. It was either we add capacity throughout the corridor -- and I should mention that the corridor we were talking about went from I-405 in downtown Portland where I-405 meets I-5, up to I-205 in Clark County.

So for that 14 mile corridor the freeway alternatives were either add capacity, an additional lane in each direction, or don't add capacity but address the problems where -- address the points of the corridor where there are congestion spots.

For transit, the transit alternatives were to stick

with what was already in the regional transit system which included essentially local bus service and express bus service between the two parts of the region. There was an expanded express bus alternative, a light rail alternative, and a commuter rail as a separate alternative.

In addition to that, there were, at the request from public comment, two other alternatives that were considered. One was called the western arterial which would have basically been an arterial connection west of downtown Vancouver through north Portland to basically the St. Johns Bridge, and the other one was new freeway alignment that some people would refer to as like an I-605 but it was similar to

what Bob described earlier, a new freeway that would have gone around the west side of Vancouver Lake and hooked into Washington County somewhere out in the Cedar Mill or Cedar Hills area.

So those are the ones that we looked at. The evaluation factors, there were eight of them. Transportation performance, support trade and freight movement, maintain or enhance quality of life, avoid, minimize impacts to the environment, support regional land use plans, distribute benefits costs and impacts equitably, and then evaluate costs is the last one.

For those alternatives as we moved forward, first we had two screenings. The first was pretty broad based on a

high level of -- you know, screening level analysis for transportation performance and impacts. Only one thing dropped out of that screening and that was the new freeway corridor that would have gone west of downtown Vancouver crossing over to Washington County.

It didn't do much in drawing trips out of the I-5 corridor. It was -- had very, very significant environmental impacts and it was not -- it was not compatible with local, regional and state land use plans so it dropped out.

All of the environmental criteria were applied as we went into the second phase. I pulled from some of the results a -- one of the summaries that we looked at which was the environmental analysis of the alternatives which was done at a conceptual engineering, conceptual evaluation level.

We compared all of the alternatives across, compared to baseline in terms of the historic properties, impacts to fish, wildlife, wetlands, vegetation, displacements, air quality and others, and that was part of our evaluation.

Mainly we used, in terms of the natural resource information, existing data bases. There was not any field research done but it did build on like the national wetland inventory and other available information.

From that analysis there were a series of recommendations that were adopted that were included in the

strategic plan, and I won't list these here because I'm going to touch on each of them as we go forward.

Transit capacity. The major recommendation was to adopt a regional light rail loop system that would go -- essentially tie-in the I-5 corridor, SR-500 or Fourth Plain going east-west across the region, and then I-205 to make a loop that would then get into the Portland side of the metro area from two different corridors.

And in addition, the recommendation was to consider peak hour premium express bus service to downtown Portland from various points in Clark County. The major conclusion with regard to the freeway was that it was -- to where the freeway was currently two lanes was to increase it to three lanes but not widen it to four lanes in each direction.

And with the three lanes in each direction, to consider having one of those three lanes for HOV during peak

periods. Worth briefly mentioning, the decision not to widen was based on the consideration of the transportation performance, the cost of adding that capacity through Portland and Vancouver, and impacts.

And in the end, in looking at that balance, the task force at that time decided that that -- the impacts and costs were great enough that it didn't justify the additional transportation performance.

Rail system study. Bob briefly touched on some

prior work about commuter rail but there were three facets that were reasons why the rail study was included in the transportation partnership. The first was to determine the extent to which there was an interplay in the freight movements that were on rail versus those on truck.

The second was to consider the existing rail network and whether or not commuter rail could be added to it as a passenger component.

And then the third reason for taking a look at it was, as you can see in the picture, that the Burlington Northern rail bridge is just downstream of the I-5 bridge and there's an interplay in the design options for improving the freeway crossing that you have to acknowledge when you may have impacts on the function of the rail bridge, or the rail bridge may limit the kind of design options that you consider for the freeway.

So the recommendations that address those three points, the existing rail network in the Portland-Vancouver

area is saturated. We're down to essentially a few years of remaining operability before congestion starts to become severe.

We can buy some time with incremental improvements but one of the major conclusions was that given the congestion in the network, on the existing rail networks, the commuter rail was simply not feasible on the existing rail system, that

if you wanted to do commuter rail you would have to essentially build a whole new rail network between Portland and Vancouver.

A major conclusion from the partnership study was that the two sides of the region needed to do a better job of coordinating land use decisions, particularly as it related to protecting investments in the I-5 corridor, and so one of their recommendations was that a bi-state coordinating committee be formed to advise both NPOs and the region on land use policies.

In fact, that recommendation has been implemented and we now have a bi-state coordinating committee that is meeting regularly.

Transportation demand management and transportation system management are two recommendations and we'll talk more in a bit about what exactly goes into those things, but managing demand and making your system work is essentially impossible.

The key factors that the group felt should be definitely included in any alternative that moved forward was

the study of an extensive list of potential things up to and including pricing strategies for crossing the river and for parking.

Environmental justice was again one of the major recommendation areas coming out of the partnership. They

recommended that a community enhancement fund be included in the planning and development of future phases of work and that an outreach program be developed to specifically focus on the EJ community, and to use the EIS process to identify positive and negative community impacts to help inform the discussion about how those communities are affected.

Financing. One of the recommendations that came out was in addressing the places in the corridor where there are not three lanes and at the time of the conclusion -- at the time of the recommendation there were two spots left in the Portland-Vancouver corridor that only had -- that still had two lanes as part of the freeway.

One of those spots was the Salmon Creek area on I-5 in Clark County. That's under construction now to three lanes. The other one that was identified was the Delta-Lombard area on I-5 in Portland which has two lanes southbound, three lanes northbound, and virtually no shoulders to that area. The recommended -- the partnership recommended funding it and moving it forward.

That's now happening and there's an environmental assessment under way for the Delta-Lombard project. Another major conclusion was that the region should consider

innovative ways to increase funding support for transit operations.

The last area of recommendations that came out of

the partnership study was focused specifically on the Columbia River bridge and the area on two miles either side of it which in total is about five miles long and was called the bridge influence area.

Specific recommendations there was that new capacity should be provided for transit and vehicles across the Columbia River and given the three lane recommendation for the rest of the corridor, keep the three lanes through lanes but add additional lanes for essentially managing the ramp traffic to and from the -- on and off the freeway, and I'll talk a little bit more about that in a bit.

More specifically for transit, the recommendation was to add light rail across the river with two tracks, one in each direction. And the final recommendation was to acknowledge and address the congestion in the corridor caused by the close proximity of the interchanges.

It's worth mentioning that in that five mile stretch that I just talked about, from Columbia Boulevard in Portland up to SR-500 in Vancouver, there are eight interchanges, and counting the bridge itself that means that the spacing between the interchanges is about a half mile.

The federal highways and ODOT and WSDOT standards all have a minimum urban standard of one mile between interchanges and that's there to insure that safety and

operability are designed into the system. So you can see

we're starting from a very deficient system in terms of the design and to which you add a very, very heavy traffic volume which we'll be talking about later.

So why is it that the task force -- the prior task force looked at a corridor-wide capacity of three lanes in each direction but felt like it was appropriate to add a couple of additional lanes across the river?

One of the things that we learned in our prior work was that a very large percentage of the people -- of the vehicles crossing the river are getting on and off or on or off in -- within that five mile stretch. In fact, in the PNP, which is the most extreme case, 80 percent, four out of five of the vehicles crossing the river, are getting on and off in that -- on or off in that five mile stretch.

That's not to say that the trips are of short distance but it means that they are using the freeway crossing in order to access the regional travel network. In fact, the average trip length crossing the river is about 16 miles.

One of the things that we, of course, were concerned about and will continue to be concerned about is if you add capacity crossing the river what does that do to the traffic volumes on I-5 north and south of the bridge influence area.

This is a forecast for the year 2020 from the prior study that showed that when you added capacity in a bridge

influence area there was a fairly strong response. The I guess purplish line -- my wife insists I'm terrible with colors. The purplish line, the middle one, is the forecast for 2020 baseline which did not have capacity increased across the river.

And then the blue line, the top line, shows it with additional capacity across the river in the bridge influence area. What you can see from that is there was a pretty strong response in terms of the travel forecast crossing the river but that that response was largely limited to the BIA itself.

That when you got closer to downtown Portland through north Portland or beyond downtown Vancouver on the north side, that the response was minimal in terms of the traffic volumes.

Very briefly, in the bridge influence area, the partnership study considered a variety of crossing alternatives and without going into the details, what the conclusions from that were was that a ten lane river crossing with those ten lanes focused on managing freeway traffic worked the best in terms of performance.

We also considered having eight lanes for the freeway across the river and then having two separate lanes for a local connection that would connect downtown Vancouver to Hayden Island, to north Portland, you know, at Marine Drive someplace.

That didn't work as well in terms of overall system efficiency but it did have promise in getting those trips that are local off of the freeway. What didn't show promise, we were hopeful at one point that a tunnel might help avoid some of the impacts that would have to be considered if you're building a surface crossing.

The problem with a tunnel was that given the very high volumes of traffic that are getting on and off the interchanges in that short stretch, it's virtually impossible to get a substantial amount of traffic into the tunnel.

So what we concluded from that is if you built a tunnel you will get traffic in the tunnel but you would still have to do surface improvements as well. When you consider the cost of the tunnel, which in and of itself was about twice that of the surface improvements, it didn't make economic sense.

Another one that we did not -- that we found not to have promise in and of itself was a project that would only add arterial capacity and would not add freeway capacity. Again it didn't address the problem of the, you know, the lack of capacity for the larger, longer distance trips.

There's a lot of questions that were not resolved at a strategic plan level around how to cross the river. I'll touch on those very briefly. We're going to have to decide whether you add a bridge in addition to the existing bridges

or whether you add a bridge to replace the existing bridges.

There's factors to consider, obviously. As Bob mentioned, one bridge is now getting close to 90 years old. One of them's on the historical register, the older one.

The condition of the bridges, seismic risk. The two bridges were not built to current seismic standards and there is a risk that they would fall down in the event of a major earthquake.

They can't be widened because of the way they're built. They're called a through truss type of structure and, of course, there are lift spans and they lift 20 to 30 times per month and every time they lift it causes backup on the freeway lanes.

Very quickly we're going to have to decide whether to build a separate bridge for highway and a separate bridge for high capacity transit and there are pluses and minuses that we're going to have to consider for both of those.

Fixed span or lift span. The questions come up. This is very close -- it's probably not but it's probably very close to being the only lift span on the interstate freeway system in the U.S. Obviously there are a lot of advantages to not having a lift span in terms of travel reliability as well as maintenance and operating costs.

There's a lot of difficult issues with constraints crossing the corridor. We can talk about those if you like

but we're still not certain at this point whether we'll be able to build a fixed span or we'll have to build something that would also have a lift span in it.

And very briefly, the recognition was that if you address the problems at the river itself you still need to address the interchanges north and south to address congestion and weaving problems, and this is just an example of it. Right now in the evening traffic backs up coming north out of Portland at the bridge and that bridge essentially acts as a meter so that once you get beyond the bridge traffic flows really well.

If we address the capacity problem at the river, some of the design issues with the interchanges north of the river will become much more apparent, and this just is an example of one of them. It's a picture of I-5 between Fourth Plain and SR-500 and what that shows is there's a short weaving section that will become more of a problem if you unplug the river crossing.

So that very briefly -- not so briefly. Between Bob and me we've now covered about 15 years worth of prior studies that included the DEIS for the railroad crossing, has included an awful lot of work in evaluation, potential impacts to resources, both on the natural side and the built environment.

We obviously do have a lot of work to move forward.

We will be building from the prior studies, reevaluating where we need to in order to make sure that those conclusions that are reached are valid. So that's essentially where we are.

So at that point are there any questions about the prior studies, either to me or to Bob?

Yes.

RUSSELL HOLTER: Russell Holter. I just wanted to make one clarification to a point that you had made when you had said that the -- that the Interstate Bridge was on the national register. That's just the northbound side.

But the correction that I wanted to make was that the southbound side, the twin bridge, that's considered eligible for listing on the national register and therefore afforded the same protections as if it were listed on the national registry.

JAY LYMAN: Very good. Thank you.

Other comments or questions?

Jeff.

JEFF GRAHAM: My name's Jeff Graham. Could you comment on the public involvement, the outreach that was done for the I-5 transportation and trade corridor study?

JAY LYMAN: Yes, I'll be glad to. In a way it mirrored what we're talking about doing to the EIS. We had a round of outreach to communities on both sides of the river at the point where we were identifying issues of concern. We

had a round of outreach at the point where we were looking to try to identify alternatives that people were interested in having us consider.

We had a round of outreach at the point where the alternatives had been evaluated and the recommendations for screening down to a more detailed set and that happened in June of 2000-- May of 2001.

There was a further round of outreach after that. A more detailed set of alternatives have been considered which was in late 2001, and then there was one or two more rounds of outreach in the first half of 2002 as the task force started to pull the information together into a set of recommendations.

So all in all -- and every time we did an outreach there were meetings -- at least one meeting on both sides of the river, sometimes more than one meeting on each side of the river. There were newspaper ads, there were radio announcements. It was a pretty aggressive outreach program.

I probably missed something in there, Jeff, but that's sort of the framework of it.

JEFF GRAHAM: And did you receive public comments at those meetings as well?

JAY LYMAN: Yes, we did, and those were documented and taken back to the decision process and the task force -- one of the distinctions, given the nature of that

prior study as a strategic plan, the task force actually did have decision making authority.

So all of the comments from the public meetings were summarized and presented to the task force, and in fact before decision making at the task force, there were public comment periods at the task force meetings themselves.

Other questions?

Yes, ma'am.

JOYCE COHEN: I'm Joyce Cohen. I'm interested

in what additional studies you are planning for if there are any gaps you need to fill in.

JAY LYMAN: We are working right now on trying to address a lot of the questions that were left unresolved on how to cross the river in terms of the feasibility of different kinds of structure types. That's going to take a lot of emphasis.

Just very briefly, there are -- there's a navigation channel across the river. Pretty much everywhere you see a picture of the river there are two navigation channels, one where the lift span is now and one at the hump in the bridges, if you call it. It's like a third of the way south of the Vancouver side, there's a hump that was constructed to allow mid height barges and sail boats to get through without requiring a boat lift.

Right now we're working on the engineering to

figure out what are the feasible ways to either add a bridge to that crossing or replace those crossings and still provide for the marine navigation and provide for the other big issue which is the vertical clearance, because the second picture there, the -- just to the upstream side of the Columbia River, right there is Pearson Air Park.

It's a general aviation airport and there are -- it's an active airport so there are daily -- lots of daily flights that take off to and from and their flight path crosses the north end of the bridge.

In fact, the north tower of the lift span

encroaches into the clear zone now and so one of the things that we're working very carefully to do is figure out what kind of designs can be considered that would keep you high enough for the ships to get under and low enough for the airplanes to get over, and it's quite a challenge.

Beyond that, Joyce, there are a full range of background studies and I believe Jeff's going to be talking about that momentarily, about the baseline environmental studies that are ongoing right now. Of course, we're also looking at the design issues north and south of the river crossing and within the five mile area that I mentioned.

We're starting -- I guess that's probably it in a nutshell. The intent will be a full and fair evaluation of alternatives in that five mile area, you know, through the

process. And we are actively working right now. We have a transit working group starting to do the first steps toward defining a public discussion of transit alternatives.

JOYCE COHEN: Thank you.

JAY LYMAN: There's a question in the back there.

DAN KEMP: Dan Kemp, ODOT. Could you talk a little bit more about why the surface arterial option was eliminated in the prior study.

JAY LYMAN: Sure. The short version of the answer, and then I'll come back and give the longer version, was the short version of the answer was that even if you built a parallel bridge it would not relieve the need to address the

congestion in the I-5 corridor.

You would still be faced with a major congestion problem and a safety problem in the I-5 corridor that would have to be addressed.

The longer version of that is we did look at the cost and the regional travel performance, simply doing something in another corridor, because it has a lot of -- I don't think any of us would argue that a new corridor, at least conceptually, sounds like a good idea because it would help disburse traffic.

What we found was that the -- there is so much traffic that -- very scientific term -- that wants to be in

the I-5 corridor because of the nature of their trip patterns, either because of the way the regional highway and arterial network is constructed, it all funnels into the I-5 corridor, or because their trip ends or beginnings are somewhere that really makes it inconvenient to go somewhere else.

So even if you build a bridge somewhere else what happens is that there's still an enormous demand for crossing the I-5 corridor. When we modeled an arterial crossing we found that the diversion wasn't -- to that new crossing was in the order of ten or 15 percent, I believe, and at the rate that the travel demand is growing in the corridor that's about five or six years' worth of growth that you're accommodating and then you'd be back with the same problem that you'd have otherwise.

DAN KEMP: Okay. Thank you.

JAY LYMAN: Other questions? All right. Thank you very much.

WAYNE KOBER: Thank you, Jay. I think we should take a break. You've been sitting listening a lot. It's 1:46. Why don't we get together between 2:00 and 2:05.

(Recess taken.)

WAYNE KOBER: Okay. We're going to start with the next part of the scoping meeting here. Heather wanted me to remind everybody that there's a sheet for comments that we'd like you to fill out today or think about what you heard

today that we talked about and I think we wanted those by --

HEATHER GUNDERSEN: End of November.

WAYNE KOBER: -- end of November because the public meetings start next week or actually tomorrow, right?

HEATHER GUNDERSON: They can do e-mail or mail in comments. So you can e-mail them to me, you can mail in comments. Also the web site, there's a way to do comments there as well. So yes, get them to us.

WAYNE KOBER: Is there a comment form on the web site, or how do they do that?

HEATHER GUNDERSON: Is there? I know there's a way to comment on the web site, isn't there, Jay?

JAY LYMAN: I'm way in the back of the room. There is an opportunity to comment on the web site. I don't know if it's a formal comment form but there's a chance to say -- you know, send your comments in -- send your comments in to the project team.

HEATHER GUNDERSON: Probably the best way is to send them directly to me. So I think all of you have my e-mail address because I e-mailed you the invitation to the meeting today. I'll handle them all.

WAYNE KOBER: Does anybody have any questions from the last segment of the meeting?

We can go to the next segment. Okay. I'd like to turn the discussion over to Dave Parisi and Jeff Heilman to

talk about the scope, purpose and need in the study area.

It's all yours.

DAVID PARISI: Can I use that microphone?

HEATHER GUNDERSON: There's one right here.

DAVID PARISI: Good afternoon. My name's David Parisi. I'm the consultant transporation planning manager for the CRC project and what I'm going to go over first is the problem definition we've been working on with stakeholders as well as during this presentation I'll talk about the study area we're going to be looking at.

Obviously one of the very first things we need to do is work with folks to understand what the problems in the study area are before we can come up with solutions for that, so what we're going to do is review some of the data that's been used in the partnership study plus the information we are currently collecting for the project, as well as continue our dialogue with the public about some of the problems in the area.

Before I talk about some of the problems in the

bridge influence area I want to really step back and talk about the role of I-5. It is the only continuous north-south interstate on the west coast. It provides interstate connectivity between Vancouver and Portland and our other highway that does that is I-205 obviously.

Within the bridge influence area I-5 extends five

miles from roughly SR-500 in Washington to Columbia Boulevard in Portland. It has interchanges with three highways and six arterial roadways in that short distance and provides access to a lot of different land uses including downtown Vancouver, recreational land uses, industrial land uses, the Columbia corridor, two major ports, and residential land uses as well.

As you all know, the bridges actually consist of two side-by-side bridges. The eastern bridge, which serves northbound traffic, was built in 1917 at a cost of about $1.75 million. It was funded with five cent tolls, the construction was.

The other bridge, the western bridge, the southbound bridge, was built in 1958. It was also funded with tolls. It started at 20 cents for cars, 40 cents for light trucks and 60 cents for heavy trucks so both bridges have been funded with tolls. They're each three lanes and today traffic volumes are between about 125 and 130,000 vehicles per day across these bridges.

I'm not going to spend a whole lot of time on this chart but we've been doing a lot of work to understand where trips are coming from and going to that cross the bridges.

And we've shaded three different areas here. The yellow area, what we call an external area, are -- which we're calling regional areas which is within the four county area of Clackamas, Multnomah, Washington and Clark County.

And then that little red-maroon block is the bridge influence area which again is SR-500 and Columbia Boulevard, about one mile in either direction. And we know from some of the data that's been collected and the modeling work that we do, that about 47 percent of the traffic that goes across the bridge is going from region to region. So, for instance, from Clark County to downtown Portland.

Only seven percent of the traffic crossing the bridge actually goes from outside of the region to another point outside the region. So, for instance, Olympia to Eugene. And 32 percent of the traffic that crosses the bridge is a trip between -- somewhere between the four county region in the bridge influence area or vice versa.

So we really have a good idea about the trips going across the bridge. Here's another way of looking at it. This is a diagram that shows p.m. peak traffic forecast for the year 2020. This is what we did in our partnership work. And this is northbound traffic across the I-5 bridge.

I've highlighted in yellow here a couple of key destinations and origins of that traffic. For instance, 31 percent of traffic going across the bridge originates in the Columbia corridor area, 19 percent of the traffic originates in north or northeast Portland.

So 50 percent of the traffic originating from south of the bridge is coming from those areas, and 50 percent of

the traffic getting off the bridge is going to downtown Vancouver or the Port of Vancouver, central or east Vancouver or east Clark County, all locations that use the ramps within the bridge influence area.

This is called a histogram and what this is showing is the number of trips today -- we're actually under year 2000 conditions -- that go across the bridge and how long those trips are. The average trip length Jay mentioned earlier is about 16 miles, so of all the cars and trucks going across the bridge, the average trip length is 16 miles.

Trips can vary certainly up to much more than 40 miles for those external trips. I'm not going to go over this chart. It will take me a little while. Go to the next slide.

So now what I'm going to do is talk about the seven elements of the problem definition. These feed into the purpose and need, which we'll talk about a little bit later, and I'm going to read you that.

The first one is travel demand exceeds capacity in the I-5 bridge influence area causing heavy congestion and delay during peak travel periods for automobile, transit and freight traffic. This limits mobility within the region and impedes access to major activity centers.

And this slide is showing some of the traffic volumes over time across the I-5 bridge. In 1960 there was about 30,000 vehicles a day. In 1966 the tolls were removed.

The second bridge, it was also funded with tolls, those continued until 1966. In 1980 traffic increased up to 100,000 cars a day. That's quite a bit.

And then in 1982 the Glenn Jackson Bridge, the I-5, 205 bridge, opened which gave some relief to the I-5 corridor, but today we're seeing, as I said earlier, about 125, 130,000 vehicles per day across the corridor.

And these slides are showing the stop and go conditions that occur throughout the day. During the peak periods up to two to five hours of stop and go conditions are occurring.

The bridges, each have three lanes but they don't have the normal capacity of a three lane highway. Because of the short merging and diverging ramps on either side of the bridge we only have the capacity of about 5,500 vehicles per hour across each bridge. All modes are affected and also when we have bridge lifts -- this is showing the southbound I-5 approaching the bridge. It says prepare to stop.

Of course, those are not allowed during the peak times but when they do occur they can cause delays and congestion, can take 20 or 30 minutes or more for traffic to recover from that.

Second issue. Transit service between Vancouver and Portland is constrained by the limited capacity in the I-5 corridor and is subject to the same congestion as other

vehicles, affecting transit reliability and operations.

This is a photo of the Salmon Creek transit center. A lot of the buses that take I-5 typically through the bridge influence area are express buses and when buses get caught in the congestion they're faced with -- just like cars are -- they're incurring increased service hours, higher operating costs, and just to be able to provide the same level of service in the future that they do now, that would mean we need more buses.

Here's some buses approaching the bridge. This is looking southerly but these buses are moving northbound.

Third point. The access of truck-hauled freight to the ports of Vancouver and Portland and to regionally significant industrial and commercial districts is impaired by congestion in the I-5 bridge influence area.

Obviously, as I mentioned earlier, we have significant industrial areas in the Columbia River corridor. Showing up on top left is terminal six, on the bottom right is the Port of Vancouver. This region and its economy really depend on freight through the bridge influence area.

Trucks -- go back to that slide. Trucks are still again subject to the same type of congestion. What's happening now though is our congestion is infringing upon midday period when trucks are trying to use the roadways where there's less congestion but that congestion is infringing upon

that midday period and we're seeing again up to five hours of congestion today and it's predicted to get worse, and I'll show you those in a minute.

Fourth point. The I-5 bridge crossing area and its approach sections experience crash rates up to 2.5 times higher than state-wide averages for comparable urban freeways in Washington and Oregon, largely due to substandard design. Evaluations attribute crashes to congestion, closely spaced interchanges, short weave and merge sections, vertical grade changes in the bridge span, and narrow shoulders. Here's just a couple of the accidents.

We recently conducted some safety analysis. In the last five years, just within the five mile bridge influence area, there's been over 2,000 reported crashes. Most of them have been rear-ends. About 80 percent of them have been rear-end accidents. 15 percent or so have been sideswipes.

These are -- these primarily have occurred during the peak periods and these are the type of accidents that occur because of congestion and short weave areas and merging areas as well.

Here's a photo that shows a very substandard shoulder on one of the approach ramps. And the photo on the left is looking -- what is that -- Hayden Island. On the right you're in downtown Vancouver. You can see right here how short the merging areas are. The diverging area, there's

weaves that go along the highway.

These actually worked when they were designed years ago, when the traffic volume was 30,000 vehicle per day, but according to today's standards they just don't meet them.

Another critical factor is that there are eight interchanges within the five mile bridge influence area. Excluding the bridge that means there's an average spacing between interchanges of about half a mile. Urban interchange spacing standards call for a minimum spacing of one mile.

Fifth point. Bicycle and pedestrian facilities for crossing the Columbia River in the I-5 bridge influence area are not designed to promote nonmotorized access and connectivity across the river.

I don't know how many of you ever walk or bike across the Interstate Bridge. The pathway's about six to eight feet wide. The minimum standard for a multi use pathway is ten feet. It's also very uncomfortable to take these because you're so close to traffic. The connections to the bridges themselves are very difficult, circuitous, and lastly, most of the facilities do not meet ADA standards.

Sixth problem. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake. Again these bridges were built many, many decades ago. There really wasn't a consideration about seismic standards. So as one thing, they

were not built, they have not been retrofitted, to perform in a heavy earthquake, a significant earthquake.

And the seventh point. The first six points I

noted are existing conditions. Those are things that are happening now. The seventh point is as the Portland-Vancouver region grows, mobility and accessibility for automobile, vehicular freight, and transit will decline unless the disparity between the demand and capacity in the I-5 influence area is addressed.

The increasing disparity between demand and capacity will lead to longer delays, increased accident rates, and diminished quality of life and economic opportunity.

The population of the four county area is expected to increase by 40 percent within the next 20 years. With that there will be a lot more traffic. At the same time the amount of freight hauling in the area is supposed to double. It's predicted to double.

Daily traffic volumes on the I-5 bridge are expected to go from 125,000 we see today up to 180,000. So what will that mean? That'll mean that our duration of congestion which today is off around two to three hours in the morning, will extend to -- will extend to four or more hours during the morning.

In the afternoon the duration of congestion will extend from a couple hours to up to five-and-a-half or six

hours. What's going to happen is that midday period is just going to be overlapped with these peaks so it's going to be congestion throughout most of the day.

So what does all that lead to? It will lead to more deterioration of traffic, diminished mobility and

accessibility. Increased travel demands will lead to increased congestion and delay for all the modes we've been talking about.

A safety deterioration due to increased congestion with these substandard facilities that we're faced with. A reduction in access to jobs, shopping and recreation. And lastly, adverse effects to freight distribution and freight access.

So that wraps up the problem definition as a work in progress. This also feeds into the purpose and need. With that I'd invite Jeff up here for a discussion on this. The purpose and need, by the way, was on the table and in your packets that you got today.

WAYNE KOBER: Is there any questions for Dave before Jeff starts?

JEFF HEILMAN: Actually we're going to combine the two since the purpose and need really draws -- the purpose and need draws directly from the problem definition. It's really -- it's the exact same issues.

The justification that David gave really is the

foundation for the purpose and need. So I wasn't going to go through the purpose and need itself, which would be repetition, the exact same topics.

Does everybody have a copy of the purpose and need?

You'll see on it basically that the top part, the paragraph up front is the purpose statement, and then below that each need is identified with a specific paragraph, and

those pretty much follow the exact same issues that David was talking about.

So any discussion or questions, comments, we've got on problem definition are really combined with the purpose and needs. It's all the same topic.

PHIL REESE: My question was on the -- I guess I don't know if it's implicit under the first point or not. Phil Reese from the City of Vancouver. I didn't see travel time reliability or predictability under any of the points on the purpose and need and I don't know if that's an important point or not. It may be implicit in something that's in there already.

And then the second comment is the first point touches on spillover traffic from I-5 onto parallel arterials, and again I don't know if this is important or not, but what about the -- right now the cues on the ramps back up on the city arterials in both Portland and Vancouver. I mean substantially. I don't know if that's a consideration that

ought to be on here or not.

DAVID PARISI: Those are good points. We'll take those under consideration. Possibly -- we're going -- in our problem definition, by the way, it's one sentence for each of those topic areas and we provide some backup information, and I think we'll consider those areas with that backup information as well.

JEFF HEILMAN: Travel time clearly is an issue. Like we said, this is a draft purpose and need. It's

a work in progress. This is the first take at it. There will be more modeling that will be done that will really probably give us travel times, for example. The travel time for the auto as well as transit travel time. We intend to look at both.

MIKE McCABE: I have -- actually I just -- I have a lot of comments but I think I'll save most of them so that I can just e-mail them in but I've got one question now. On the second page of the purpose and need, safety and vulnerability to incidents, the first sentence, I-5 river crossing crash rates nearly 2.5 times higher than state-wide averages for comparable facilities.

I was just curious, is there really a comparable facility in the State of Oregon or Washington or -- I mean a river crossing like that? Is that compared to a long bridge or is it the approach section or --

DAVID PARISI: It's compared to urban freeways so, for instance, it's compared to all the rates combined. Like the I-84, Banfield through Portland, some of the freeways through the Puget Sound area as well.

MIKE McCABE: I had actually one other question. It was on your presentation. There was a statement I think on the last slide. It said something about jobs lost. Well, in any event -- oh, that's it. It's reduction in access to jobs. Now, how did -- how is that determined?

DAVID PARISI: That statement is reflective of the amount of congestion that would occur in an area,

particularly in a bridge influence area. If we have a lot of congestion we reduce access to everything including to employment. Like Jay mentioned, the extra travel time to get to these locations.

And in the previous modeling work, in some cases double and triple the travel time to get from point A to point B because of the amount of congestion predicted in the future.

MAX MAJESKI: My name is Max Majeski. I had a question about the scope of this EIS. When you were talking earlier about the strategic plan I think you mentioned that the bridge influence area went from I-205 down to I-405 or I-84, but it looks like this project is looking at SR-500 to Columbia Boulevard. Can you just talk a little bit about how that decision was made about the terminus for the EIS.

JEFF HEILMAN: How the decision was made?

MAX MAJESKI: Yes.

JEFF HEILMAN: A lot of that I would say comes out of the strategic plan, the I-5 trade partnership. It had particular recommendations focused on the BIA, the bridge influence area between SR-500 and Columbia Boulevard.

Now, the study area, that's -- that's the area we're really looking at for potential improvements and those are the key needs that we're looking to address are in that BIA. The EIS itself, when we're looking at -- so what are the effects of the various alternatives that will be proposed in the EIS. Obviously we will be broader than that. Wherever impacts would occur, we'll look at that. David is itching.

MAX MAJESKI: So is that sort of the primary with the API? That was the other part of my question. In the baseline reports you've got a primary API and a secondary API and I was wondering the significance of those and how those tie into the scope of this EIS.

JEFF HEILMAN: Well, we think for most elements of the environment there's going to be -- there's a certain type of impact or level of impact that's going to occur, from direct physical changes, like a roadway or a transit facility itself being built right there. It has a direct physical impact on the environment.

That would be the primary API. We'll define that

primary API and there will be intense data collection in that area to look at what the effect on the environment would be. In addition, we're also going to define a secondary API. Outside of the area where there would be direct physical impacts there's still the potential for impacts.

Are there changes because of -- changes in traffic patterns, air quality. Visual, for example. The visual changes could have impacts much farther than just where the direct physical impacts occur. They could have impacts at viewpoints, through corridors, etcetera.

That's what the secondary API is about, trying to get more of a handle and make sure we capture the impacts so it would occur outside where physical changes happen.

PATTY BETTS: I think you're looking to address this, I just don't see it necessarily mentioned in the

paper here on the purpose and need, and that -- somebody had mentioned, you know, these projects seem to go about a 30 year spacing.

I'm wondering -- and this was at the previous meeting we were at as well, the idea of trying to create something that's a long-term solution and would it be appropriate to have language in here that either talks about the problem that -- these bridge construction projects have had kind of a -- you know, keep coming back every 30 years but in the future, you know, the options for footprint expansion

are becoming more and more difficult and problematic and therefore a possible purpose might be to think about a long-term solution of ability to accommodate future people and goods, mobility needs, that might be longer than the typical whatever, 20 years, you know, actually putting some emphasis on that or some priority on that.

JEFF HEILMAN: Anything else on the problem definition, purpose and need?

Ted.

TED DREXLER: I'm Ted Drexler, representing Port of Vancouver, and my question is the -- in the purpose statement, all the points are identifying the things that will be done to address problems. I'm wondering if there was consideration for language that said what this project wasn't going to do, that with -- in terms of disruption to -- issues for contact and design, the dual purpose of this is to provide these groups but also acknowledge the existing community

around and be sensitive to that, if that language is thought of being put in the statement.

JEFF HEILMAN: The avoidance, minimization and impacts to other resources. Not for the purpose and need statement but definitely in the vision and values statement, and then also what we'll follow on from that is the evaluation criteria.

The criteria that will actually be used to screen

alternatives and ultimately select preferred alternatives will reflect that kind of value. I'm going to talk after this about the vision and values statement which gets at some of those issues, the nontransportation goals and objectives of the problem.

But the purpose and need is really restricted to the transporation needs. Then on top of that there are other evaluation criteria that essentially they are -- they're the tasks at the sideboards for -- while we are -- our real primary purpose of this project is to address these transportation needs.

We want to do it in this way. Sensitive to the community, minimize, maybe improve environmental conditions, etcetera, promote economic vitality, the other nontransportation goals and objectives.

Anything else?

Okay. Thanks, David.

Am I up next?

WAYNE KOBER: You're next.

JEFF HEILMAN: Just real quickly, admittedly this is a CYA piece of paper. The recent federal -- reauthorization of the federal transportation bill safety loop had some changes, some modifications to what agencies need to do, FHWA and FTA under NEPA, and there's a piece of paper out there that is -- the rules have not come out to actually

implement it yet so we're having to work directly with FTA and FHWA, what should we do in the meantime until the rules come out.

There's a piece of paper over on the table. It looks will this. It says memorandum at the top. In particular, what this is about, is that it requires three main things. One is that there -- the allowance for public and agency input on the project purpose and need, and the first part of that is what we just went through, part of the scoping meeting. That's not the end of it. Continue to be able to comment on that at any time through the scoping process.

And the second is for -- oh, and also on project alternatives. We don't really have much in the way of project alternatives but what we have so far we'll talk about a little bit later. Jay and Allen Lehto from TriMet are going to talk about that.

And then the second part is also agency review of proposed analysis methods. That's another new requirement. Some of these -- a lot of these things are happening on different projects but maybe don't happen consistently and in some states maybe don't happen much at all, so this is the --

Congress's way of saying we want this to happen uniformly across the country.

So the second part of that is agency review of the proposed analysis methods. As I said, that will come later.

We'll have these what we call methods reports that will be reviewed and we'll get and collect input from resource agencies, permitting agencies, etcetera.

And the third will be the development of a coordination plan and a schedule for how that coordination's going to occur. This is the first start at that, of a coordination plan. It outlines our plan so far for the agency coordination and our plans so far for public coordination.

It's listed on this sheet of paper. Make sure you get a look at it, let us know if you have any thoughts about what's on there. It's in the process of -- like I said, it's a work in progress so any thoughts you have on it will be more than welcome.

Any questions or comments at this point? Okay.

So vision and values. The vision and values, it says here they're really a foundation of what is the project really trying to accomplish, what's the study trying to accomplish, what are we trying to accomplish with the alternatives.

I think they're going to be -- the task force is going to adopt them; is that right? When will they do that?

JAY LYMAN: November.

JEFF HEILMAN: At their November meeting. The

39 member task force that was talked about before when we talked about the different groups will adopt these vision and

values as this is really -- this is the vision of what we want to create with this project and these are the values that we want our project to be consistent with.

So this goes beyond just the transportation driver's board. It goes to the other objectives, the other aspirations for the project. So it develops a foundation for developing the criteria and the measures that will be used to evaluate the alternatives, and it also provides sort of a background for the purpose and need but it's much more generic than the purpose and need.

So the vision. That's stated on here. Does everybody have a copy of this, the vision and values sheet? It says task force vision and values statement, final draft, 10-12-05.

Part of the vision is that whatever we end up with at the end, they want the process to have been inclusive and collaborative. Consider the work of the I-5 trade and transportation partnership. I think the intent there was let's make good use of the effort and the planning and the work that people have already done, put into studying the problem to date. Let's not reinvent the wheel, let's make good use of that foundation.

Third is financially feasible solution. We don't want to create something -- create an alternative that ultimately we couldn't afford to build. Fourth, sustain and

stimulate a healthy community by addressing its mobility and transportation needs.

Fifth, we want a solution that increases business success and family prosperity. Then second to the last, we want a solution that protects natural resources, and last, a solution that enhances the quality of life. And each of the values get into that a little bit deeper.

The transportation related values, I just lumped these all together because in a lot of ways what David was talking about was really more detailed, more explanation of these. We wanted to provide multi-modal choices, to address safety issues, to improve mobility reliability, access, reduce congestion and increase efficiency.

Community livability. This is a new one. This is not really -- this isn't reflected in the purpose and need because purpose and need is focused on transportation. It's again a healthy community, vibrant mix of land use that includes historic, industrial, recreational, cultural, commercial, etcetera.

Supporting aesthetic quality that achieves a regional landmark. This bridge is going to have -- if we ultimately end up with a bridge -- will have a pretty big visual footprint and a big effect on the visual environment so the idea is there to acknowledge that. We want that to be high quality.

Also another value of community livability is recognizing the history of the community, support improved community cohesion and avoid neighborhood disruption. And last, preserve park, historic and cultural resources and green spaces. Another value is regional economy and freight mobility.

A lot of this is really transportation but it does go a little bit beyond that. It gets into the economic issues associated with transportation as well, freight in particular, job access, so on.

This is the one about stewardship of the natural environment and really sensitivity to human resources. Respect, protect and improve natural resources including fish, wildlife habitat and water quality. Support improved air quality, minimize impacts with noise, light and glare and support energy efficiency through design, construction and use. Well, the sustainability theme is in there and contact sensitive themes is in this one as well.

This is about really equity. Equitable distribution of impacts, equitable distribution of benefits. This has to do, of course, with the environmental justice issues but it's beyond that as well. It's not just the environmental justice community, although that's a significant portion of that, it's the communities as a whole.

Okay. Cost effectiveness and financial resources.

This value is obviously about economic responsibility really. Cost effectiveness in design, construction, maintenance and operation, and then the funding plan. There are going to be a number of considerations about how would a project like this be funded; the highway portion, the transit portion, mix of the two.

That's it. Any thoughts about vision and values?

Okay. The next topic then is environmental -- are environmental issues. So I would imagine most all of you are familiar with the usual environmental elements that are covered in an EIS. We're going to cover those and this is a list of them. I think we've captured all of them here.

We're just embarking now on data collection. We're just really embarking now on data collection so this is -- the initial round of data collection is happening now and will continue to happen for awhile here. Try to collect data that will be used and helpful for the screening of alternatives, can be the first -- actually the first use of it will be the development of conceptual alternatives.

Try to identify those significant resources, those most sensitive resources, things you really want to try to avoid or if you can't avoid you at least know up-front, and if you impact it it's going to potentially affect your project either through cost, through schedule, through community relations, etcetera.

Additional data collection. For example, we don't have -- we don't have rights of entry at this point in time so

we aren't delineating wetlands, we aren't going onto properties that aren't otherwise available and accessible to the public. That kind of thing will happen in the spring. Wetland delineation, for example, will wait until the spring. This isn't really the best time of the year to be doing that.

The products that will come out of it, first of all, are environmental baseline reports that will describe in quite a bit of detail, between the reports and the back up EIS data, what data was collected, what are the sources that it came from, what data did we actually find and what does it mean. There's an interpretation in there as well, what does it mean for the project.

And just a couple of samples. I'll just give you a couple samples of some of what we've got so far. Like I said, we haven't done the detailed data collection yet. That's still to come. I think what we would be really interested in today is your feedback and your thoughts right now on are there particular issues in any of these elements of the environment that you want to make sure that we address, or as we address them are there particular ways that you want us to do it, like in coordination with you or other entities that you want to make sure that we consult with. How do you want to be brought into this process, so forth.

Wetland resources. We really just have a national wetland inventory at this point in time. Five major wetland areas. Really they're all on the Oregon side. There are some -- appears to be some smaller ones up on the Washington side

as well but nothing like the Delta Park or the Vanport wetlands.

But there are some associated, for example, with Burnt Bridge Creek. Now, here's a map that's out of scale. I'm sure you have no hope whatsoever for discerning what the heck it's showing. It's just a wetlands -- just an NWI map really for the most part.

Water quality. We've got 303 D listed, water bodies. Salmon Creek, Burnt Bridge Creek, Willamette River, Columbia Slough, Columbia River. This is just a map of those.

Species of concern. A number of species out there, especially in the river itself, the aquatic. I don't remember offhand how many ESUs we have of salmonids but ten maybe. Who knows for sure? In the Columbia itself.

Ten or a dozen, something like that, between the Columbia and the Willamette. We have steelhead trout -- different ESUs of steelhead trout, chum salmon, Chinook salmon. Wildlife, there's bald eagle, peregrin falcon, which still has some SIP status, and then there some rare plants as well.

Historic resources. This is going to be a very big

issue for the project. Just a sample of some of the resources that are in the corridor, the bridge itself. I believe that's already been talked -- Russell, you brought it up that actually one of them is on the register and the other one's eligible. Essentially have the same level of protection.

There's also Fort Vancouver landmark status.

There's an Officer's Row historic district, and that's not the only district in the corridor. There's more than that. And there are others that are potential, other potential districts as well that would have to be looked into. Downtown Vancouver, for example.

A number of individual resources on the Vancouver side, both sides of the freeway, in Clark County as well as down in Oregon, there's some individual resources too.

Environmental justice is definitely a significant issue for the project. So far what we've really done is mainly just based on census data, done some mapping. And here's a quiz. You see on there low income populations, very low income populations, minority populations.

These are the averages for the census block groups in the corridor. One of those numbers is the Washington side and one of them is the Oregon side. Any guesses as to which is which?

SPEAKER: It's all within the same order?

JEFF HEILMAN: Yes, it's in the same order.

LLOBA ODUM: First one is Oregon, second one is Washington.

JEFF HEILMAN: Right, the first one is Oregon, the second one is Washington. Now, of course, along with the environmental justice process there's -- you know, a major component of that is not just looking at what are the populations and what are the impacts to them and what's the distribution of impacts, it's the outreach and the involvement

of those populations as well and that's just starting -- just starting to develop what that approach is going to be.

Again the opportunity here for this meeting is to really -- part of this is education, letting you know here's what we know so far, here's the way we're going, here's the direction we intend to head, give us feedback on that, give us comments on whatever you think we need to know in that regard.

Public services. Just another example of the area we'll look at. You know, access to fire stations. Emergency response times, for example. Potential impacts to other public services and facilities, hospitals, schools, so on.

Parks and recreation resources, section 4F. One other type of section 4F resources besides the historic are the park and recreation resources. Very big consideration for the project, especially when it comes to the analysis of alternatives and the elimination of alternatives.

We need to look at how those alternatives are

affecting 4F resources. Listed there are just a few of the major park and recreation areas but there are a lot more on the map. You can just see from the map just by the dots the concentration of them in the corridor. It's like threading a needle.

It may be -- for alternatives that are bridges over the river, it would probably be very difficult, if not impossible, to avoid all 4F resources. We don't know yet but it's probably just a matter of really weighing one against the other rather than saying well, there is an alternative that

completely avoids. Again that's four alternatives that are on bridges adjacent to the existing I-5 bridge.

So the last slide again is just a long list, the long list of the categories that, you know, I'm sure you're all accustomed to for the NEPA process. Any thoughts? Anything you want to make comment on today, let us know about, substantially or procedurally.

Okay. I know a number of you are going to send in written comments so we'll look forward to that. Mike's already writing his down.

MIKE McCABE: Do you want me to comment at all now?

JEFF HEILMAN: It's up to you.

MIKE McCABE: Well, I will. I'll just mention a couple things. In the environmental baseline, you might

also consider not only doing -- in the environmental baseline you might consider not only doing the existing wetlands but also the historically lost wetlands, both tidal and nontidal, and just look into the future. You might also start developing a list of potential mitigation opportunities.

JEFF HEILMAN: Uhm-hum. That's a good comment. That is one of the things we are, you know, for the cumulative impact analysis in particular, which is looking at past, present and recently foreseeable future.

One of the things you want to look at is well, what was here before, what's currently here, what was here naturally, so wetlands will be one of those, what wetlands

were here before that you filled in that have been lost.

Okay. Any other thoughts?

STEVE KELLY: Steve Kelly. It sounds like the agencies have not identified a specific proposal as a preferred.

JEFF HEILMAN: Correct.

STEVE KELLY: Is there any plan to do that or is this going to come out in the range? Will it be enough at that time or will it get to the agency before that about what -- as to a preference?

JEFF HEILMAN: At some point there will definitely be a preferred. It's a ways off though. The next step is really -- through this first round of scoping --

scoping is going to continue for a long time but it really is happening in stages.

In this first stage we're trying to collect input that will really help us define the scope of our analysis from here on out, and the next step is to start to define conceptual alternatives. So we would like to get some feedback, know more about effect on environment, etcetera, before we do that.

Then after that comes a screening of alternatives. We get a long list of alternatives, go back to the public, notify the agencies again. We probably won't have a full agency scoping meeting like this. It will happen more through the resource agency coordination group and then individual notices that go out for documents to comment on, etcetera.

We'll ask for comments on that long range -- long list of alternatives. We'll do some screening. There will be another round of screening after that as the components and alternatives that are built into whole alternatives, which include transit, TBM, pedestrian, highway, etcetera.

And then there will be a short list of alternatives by the end of 2006. That will be, okay, here are the alternatives that are going into the Draft EIS. So there's a lot of conceptualizing and screening and analysis and input and feedback that happens for the next year before that short list, so you still won't have the preferred alternative yet.

We'll go into the Draft EIS, analyze those, measure those alternatives in detail, publish it, and at the end of -- part of that process after the DEIS is published, identify a preferred alternative. The intent at that point is is it the locally preferred alternative or the FTA's, Federal Transit Administration's, new start process. It's the least environmentally damaging practical alternative for a permit. Is it -- but it's the preferred alternative.

So there will be a number of opportunities for comments between now and then.

MARIANNE FITZGERALD: Marianne Fitzgerald, Oregon Department of Environmental Quality. When you do the air quality analysis will that also include toxic air pollutants?

JEFF HEILMAN: The intent is to look beyond just the national standards for CO in particular, etcetera,

and to look at air toxins. There's not an established process for that yet so there's no -- there would be a group to try and determine what's the appropriate way to look at air toxins. Okay.

WAYNE KOBER: Thanks, Jeff. We're going to start with the next segment as soon as Allen gets back. He's coming up now. Allen's going to go over the potential range of alternatives for the project.

ALLEN LEHTO: My name is Allen Lehto. I'm

with TriMet but I've been working on this project for several months at least. Feels like years already. I apologize for getting here so late. It was actually partially because of a tie-up on the bridge.

There was apparently a stall and I was trying to come from the zoo over to here and the traffic was backed up all the way back to downtown Portland just from a stall in the middle of the bridge.

What I wanted to talk to you about is sort of the framework for evaluation and a sense of what the range of alternatives could include. We have not tried to at this point guess what that full range will be but just to talk about how we're going to put them together and how we go through the evaluation.

There was a handout, I don't know if everybody got it, but several page document on the evaluation framework. The second page of that has a graph that might be helpful to look at as I'm going through this.

So just real quickly, a brief recap -- a very brief recap of process and schedule and then just a word about the range of alternatives and then a little bit more detail about evaluation criteria. So I think you've seen this already.

There will be a series of points at which we have to make significant decisions, including the screening of these components. Number two here in the early, middle of

next year, and then screening alternatives again here at number four to -- in advance of the beginning of the DEIS process.

We expect to -- because we've already seen from all these other processes that you've already heard about, we expect to hear a lot of ideas about a lot of different alternatives, and the way we're trying to sort of control those and understand them and be able to go through a logical process is we'll have two main screening periods, and before we get to that first one, we're really going to keep things in these components up here so it won't be a full single package, it will be a series of components from which we can eventually take pieces and put together alternatives.

These components, as we express them today, are the seven you see up here. Transit, so all the various alternatives that might be put into transit. Freight. River crossing. That is whatever the bridge, tunnel, thing looks like.

Roadways north and roadways south. That is highway arterial, whatever it is, on the north end of the -- north

side of the river and the south side of the river, recognizing that there is a bit of a mix and match so it does make sense to split those apart.

TDM/TSM. Transportation demand management and systems management. I'll talk a little bit more about that

just because we've had a number of questions about that from other groups.

And then bicycle and pedestrian component and the intent will be that we'll carry these as components for awhile and the first screening would occur as components and then ultimately we would take pieces from those and put together representative packages to analyze and then move forward.

The basis of any good process, and the one here is -- to start with and understand our no-build, and this is just a hint of where we started to look at. Now, financially constrained transportation plan projects from both sides of the river, the RTP in the Portland metropolitan region, the MTP here in Clark County, both of those have a clearly defined set of improvements in a financially constrained project list that go in the future and that would make up the face of the no-build.

The highlights of that are there are no additional crossing capacities on the -- across the Columbia River. There's no major new transit capital projects across the Columbia River. It does include a few improvements to I-5 but that's away from the crossing.

It also would include some level of transit

improvements though on both sides of the river but specifically on this side of the river, though again add things like park and rides well away from the bridge, not at

the crossing itself.

And as I said, just a hint of the TDM/TSM. I already talked about what they mean, of course. The intent is to try and improve the operation, manage demand, really work on the systems. That is compared to other major build projects, relatively cost effective, relatively low cost improvementss without doing a lot of new construction.

And just I think the next couple of -- yeah, have a few examples, again to give you a sense of what we're talking about, not because we've actually compiled a list that will actually go into a process yet.

So this could be anything from improved transit routing, ride sharing programs, parking pricing strategies, all those kinds of things, and you know about the -- you've seen that sort of thing.

TSM. Traffic signal coordination, improved transit shelters, ramp metering, a whole host of possibilities. We expect to see a lot of those kind of things kind of go into the hopper and start through the process.

With those components then we will go ahead and do a screening, and I'll talk more about what specifically goes into that screening in a few minutes. The idea would be that we then come up with a shorter list in each one of those component elements and then can pull that shorter list into a

series of representative alternatives which we can then do

additional analysis and modeling on and ultimately pass through another set of screening.

Already mentioned the no-build. The TSM alternatives. And then there will be from that list of components a series of representatives builds. We have no idea what they'll look like now but there will be a relatively short number of representative builds that try to take from each of those components and put together a representative package so we understand all the different elements.

Then from that analysis, which will include a pretty broad array of different analyses, both in terms of environmental and modeling and understanding all of those issues following that second screening to try to narrow it down to a relatively short number of alternatives that could then move to address the environmental impact statement.

From there, of course, during the DEIS, the further evaluation of those alternatives, ultimately put together a series of draft recommendations, move towards a locally preferred alternative and, of course, move forward into an EIS and hopefully that will arrive.

So this is going back a little bit and talking about some of the evaluation criteria, is what those screens actually are. Really, other than making sure that we do do a first pass through, the purpose and need, to make sure that everything that actually goes into those hoppers could meet

the purpose and need.

We're really basing the further evaluation on the vision and values, which I think we were able to talk about earlier. That sort of develops the foundation. And then a series of evaluation criteria that derive from those individual statements in the vision and values.

And then from that a series of performance measures which still need to be specifically identified that reflect back on those evaluation criteria. I think I already said that. Keep going.

So here is what is sort of our working draft, our public discussion draft of the vision and values and the criteria. And community livability, that first major heading, obviously doing things like avoiding and minimizing displacements. Avoid or minimize will show up a lot here, as I'm sure you expect. Impacts to neighborhood cohesion and quality, impact to historic, cultural, public park and recreation sources.

We can probably come up with a more efficient title for this one but it's trying to capture a lot of important things. Mobility, reliability, accessibility, congestion reduction, and efficiency. So this gets into the kind of criteria. Could be improving travel times, reducing delays, reducing the number of hours of delay because as you probably know we can't get rid of all the problems out there.

Modal choice. Promoting other -- promoting the ability to make choices about transportation modes, improving service to targeted markets, improving the bike and ped and overall trying to -- looking at decreasing the percentage of SOV travel.

Safety. That's a whole range. Vehicle freight, bike, pedestrian, marine, aviation, and life-line connectivity, because the number of crossings across this river are so few and keeping a life-line is so important.

Regional economy and freight mobility, including travel time between key freight generators, and still keeping in mind the marine navigation.

Natural and human resources, and here I think especially it's obvious that this is still a developing list because you'll see what we've got listed up here so far are all natural resources and we intend to just keep developing each of these items to make sure we're reflecting the whole thing. Again a lot of avoiding and minimizing. Air quality, noise, fish, wildlife, protected plant species, wetland, water quality.

Distribution of impacts and benefits. That is making sure that we obviously avoid or minimize disproportionate adverse impacts but also try to provide for equitable distribution of the benefits.

Cost effectiveness and financial resources. And

then finally, bi-state cooperation. Really paying attention to what works to cross the river because we are talking about such a vital link.

As I said, from that list of criteria which we will ultimately finish developing through the next phase here, really putting together specific performance measures, and I won't give you any examples but you could imagine specific measurable numbers that could come out of a number of those criteria.

So just quickly, the next steps -- well, we're here today and then you know that we've got a series of public meetings coming up in the next week starting with Saturday and then next Tuesday and Thursday. One in the middle of the river and then one on each side of the river. And then really from then and from further discussion, putting together draft performance measures for additional screening.

That is that first cut at screening and bringing that back to the task force for review and discussion during the rest of this year and then try to move towards adoption in the early part of next year.

Any additional questions since I have no idea what you asked before? I apologize.

PATTY BETTS: A couple of questions. Is there information in the presentation that you gave us that isn't in here that might be useful for us to see? It seems like you've

given several examples maybe for each of the categories but I'm not --

ALLEN LEHTO: I think, and this is the intent anyway, was that at least all the criteria are listed in this last table. I think the one thing that's probably in here that is not in this sheet of paper is the TDM/TSM examples. So if anybody would like that I'm sure we can follow-up with that.

DAN KEMP: I'm Dan Kemp with --

ALLEN LEHTO: We had a follow-up.

PATTY BETTS: Patty Betts again. It would be nice to maybe get a sense as to -- are you going to do this sequentially so if it fails one -- if an alternative fails the screening criteria at the beginning it never gets evaluated for the end screening criteria?

So, for example, if it fails community livability, in your opinion, you wouldn't look at it from an environmental perspective?

ALLEN LEHTO: That's a great question and it points out the fact I don't think I was clear about how this would be actually applied as I should have been which is, you know, if you look at the purpose and need, the basic does it meet any kind of transportation need, that's more of a pass/fail.

These are really how do things compare to other

things. So we -- every alternative would be looked at from all of those perspectives to understand sort of what the mix is across, and it's hard to -- I wouldn't guess at this point that we would necessarily have a clear, single cutoff of any

one of those unless there's just an enormous outlier.

It's really going to have to be a series of understanding what the mix is and the balance between them.

PATTY BETTS: And you would use that information though to potentially eliminate an alternative but you'd look at the mix?

ALLEN LEHTO: Right, right.

Go ahead.

DAN KEMP: Dan Kemp with ODOT. The slide you have there where you were talking about the range of alternatives that would be looked at starting with the no-build, then there was a TDM/TSM alternative and then another line, a variety of alternatives. In that variety of alternatives are you still going to be including TDM and TSM measures as part of one of the build alternatives?

ALLEN LEHTO: Probably the right answer to that is gee, we really don't know because it's just too early to seriously talk about alternatives. The real answer I'm sure is yes, there will be some aspects of those that fall across.

My guess would be that the real -- if there are

things on that TDM/TSM list that are really new, that they may be concentrated on a TDM/TSM alternative rather than spread across. But in general there's no reason why any one of those things on the list couldn't be on all of them.

Anyone else? Great. Thanks.

WAYNE KOBER: You got off easy, Allen.

Actually it hasn't been really too tough today at all. This is one of the most congenial scoping meetings I've ever been to on a project of this scale. Really it's quite remarkable.

I guess it's my job to wrap up and we're really ahead of schedule and I want to make sure that just thinking about the whole afternoon, is there anybody that has any questions or comments they'd like to make before I close the meeting?

Okay. Go ahead, Jeff.

JEFF HEILMAN: I'll just ask the group if there are -- the agencies that were here, do they have any particular preferences or thoughts about how they would like to be engaged from here on out in the process?

WAYNE KOBER: Did you hear his comment? Do you have any thoughts on how you'd like to be engaged in the EIS process from here on out?

There will be a bi-state meeting probably every month for the next three years and these will probably be

scheduled for a whole year in advance and they will probably be from 10:00 o'clock until 3:00 o'clock. The agenda will go out, the material will go out in advance, and there's going to be some concurrence points so it will be a process. I know he's going to ask about the travel coordination process.

SPEAKER: Actually I'm not. Just a follow-up thought about that, sort of belie my newness to the project, but I'm just wondering, is there an MOU or some sort of a

document that reflects also the governmental interagency relationships we're talking about here? Is there anything formal that's been reviewed by all the parties that need to review and --

WAYNE KOBER: Maybe there's other people that don't know what's been going on. Two days in August -- and there's notes on the table over here of a two day meeting we had with the executives of a lot of the agencies for half a day and then the staff for a day-and-a-half, and what we did was really explore the framework for agency coordination and the goal was to come out of there with a way to really collaborate on the project.

So our commitment at the end of that meeting was to have a draft that went out to everybody here that was there by the end of September, and a small work group, representatives of these agencies were involved with the consultants that did that draft.

The draft is here on the table and this morning we spent probably about three hours going through peoples' comments and concerns about various aspects of the draft and there will be another week, I think, open for comment on that, what we went over this morning.

So if you picked up the notes, probably had the opportunity to, you know, provide some comments there from your perspective and then it's going to be -- looks like it could be December, early December, when this will get executed. And it's a bi-state cooperative agency agreement

between the sponsors, FTA, FHWA, TriMet, C-Tran. Some other ones. There's a couple other --

SPEAKER: RTC and --

WAYNE KOBER: And a lot of state and federal regulatory environmental agencies so that's in the works. There's also a tribal coordination process.

Heather, do you know anything about the schedule for trying to put that together?

HEATHER GUNDERSEN: Well, I did want to come up and clarify that. We were talking about this bi-state coordination group. It really is the bi-state regulatory agency coordination group and that there is a separate tribal process that we're going to go through.

I sent out the letters inviting you to scoping. Obviously you got that because you showed up. But we are also

going to be initiating formal consultation, both government to government and section 106 with six of the tribes, six affected tribes.

So I will be scheduling meetings that we can come out to your office and really do a more one-on-one presentation and discussion to see how you guys would like to be involved. And the schedule for that is soon. As soon as possible.

WAYNE KOBER: Does that answer your question?

SPEAKER: Yeah.

PATTY BETTS: I was just going to mention that a scoping summary is sometimes a nice project to prepare for

identifying the alternatives but also the issues or questions that you heard that you expect to be answering.

And then the other thing, and I can't honestly commit for the EPA person that will be in charge or the point person, but again in my experience, having -- for the resource agencies to have the opportunity to review kind of like scopes of work for the studies or additional work that's going -- you know, data or analysis that's going to be done, can be a great place to kind of see if what they're expecting to see in the EIS is the same thing that you're imagining you're going to put in the EIS. So that might be a good thing to have the opportunity to review as well.

HEATHER GUNDERSEN: Well, there will be the

scopes of work but there's also going to be method and data reports that we're going to be working really closely with the regulatory agencies as we prepare those because we do definitely want your input on our analysis methods and data gathering methods and things like that, so you will be intimately involved in that process.

Anyone else?

WAYNE KOBER: Okay. And on behalf of the Columbia River Crossing project team I want to thank you for a good day and I think we've had a really good exchange of information and there is a lot more to come, and I would encourage you to take this opportunity on a project like this to really use your imagination and help the team develop a good solution to the problem and I think there's a tremendous

opportunity here to promote environmental streamline stewardship and enhancing the community.

So thank you and hopefully everybody signed these sign in sheets. If you didn't, please do so. And I'm sure the team looks forward to interacting with you in the future. Thank you.

(At 3:30 p.m. hearing concluded.)

CERTIFICATE

STATE OF WASHINGTON)
) ss.
COUNTY OF CLARK)

I, Karen M. Smith, a Certified Shorthand Reporter for Washington, certify that the hearing occurred at the time and place set forth in the caption hereof; that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, Pages 1 to 88, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole thereof.

Witness my hand and notarial seal at Vancouver,

Washington, this 25th day of October 2005.

Karen M. Smith, CSR #1925
Notary Public for Washington
My commission expires: 8-6-2005

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