

From: rbgoodsell@comcast.net
To: [Draft EIS Feedback](#);
CC:
Subject: *** Detected as Spam *** Bridge Replacement Proposals
Date: Friday, May 02, 2008 4:19:30 PM
Attachments:

P-0019-001 I strongly endorse the proposal to build a new bridge with light rail transit. This is the most forward-looking of the proposals. Given the increasing costs of fuel and the possibility of supply reductions in the future, the only acceptable plan is the one that includes rail transit.

P-0019-002 In addition, I propose that, if possible, you work with the appropriate governments and transit agencies to work towards a comprehensive mass-transit plan for Clark County and Portland. Such a plan would include additional rail service, possibly along the I-205 bridge, and extended service to Camas, Salmon Creek and beyond. Additional park-and-ride lots as well as feeder bus lines (with buses that use alternative energy when feasible) would be important parts of the plan.

P-0019-003 I am an retiree who is also an investor in energy. It is my observation that future supplies of oil and gasoline are tenuous at best. Cities and communities with viable and useful alternative transit systems are the communities that will flourish, while communities that have not been farsighted will stagnate and even wither.

P-0019-004 I realize that you will have a hard sell on a rail line because many do not see how it benefits even those who never use it themselves. According to The Columbian, one in three Clark County residents who have a job work in Oregon. That means that a great deal of out-of-state monies come into the county. Those dollars are spent on local taxes, goods, services, etc. We mustn't lose those Oregon jobs just because we can't afford to drive across the river. Nor can we lose growth in the county because we can't afford to get around locally.

Sincerely, Robert B. Goodsell



P-0019-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-0019-002

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though

these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

P-0019-003

The LPA includes substantial changes to the river crossing's transportation infrastructure and operations (extension of LRT, addition of tolling, and elimination of bridge lifts) that would reduce, not increase, future automotive demand and petroleum use. The LPA would increase daily transit mode share and reduce the number of cars traveling over the I-5 bridges. This increase in transit usage and decrease in auto travel is expected to reduce automotive petroleum consumption. The reduction in congestion and accidents, and the elimination of bridge lifts would also improve fuel efficiency and thus further reduce petroleum use.

P-0019-004

Thank you for your comments. As you know, the Vancouver-Portland metropolitan area has complex growth management policies and plans which seek to integrate economic development and transportation planning. Locally adopted plans call both for improved connectivity between Portland and Vancouver, as well as a better balance of jobs and housing in Vancouver. This project has been designed to support economic development on both sides of the Columbia River, and to improve travel between the two.