From: David Milholland
To: Columbia River Crossing;
CC:
Subject: Response from citizen David Milholland
Date: Friday, May 02, 2008 11:10:25 AM
Attachments:

Email May 2, 2008 to: feedback@columbiarivercrossing.org

2000 NE 42nd #1
Portland, OR 97213
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503 285 8279

Dear Columbia River Crossing Project:

P-0026-001 Having served for 6 years on the Tri-Met Art Advisory Committee [until Interstate Light Rail was inaugurated], and having been extremely interested in transportation in the Portland-Vancouver metro area for longer, I'd like to endorse the "Replacement Bridge with Light Rail" option of the five bridge alternatives being explored.

P-0026-002 The current pair of bridges is obsolete. We should be grateful that they've held up this many years as both commuter and interstate shipping transit has exploded along the I-5 corridor. To continue patching them will soon prove unsafe and unsustainable.

P-0026-003 Oregon (with great federal support) has built the vital infrastructure to place light rail right up to the Columbia River alongside I-5 and I-205 corridors, ready to expand into Clark County with nominal additional cost on the Oregon side of the river. Now it's time to harvest the benefit of that substantial investment by creating a far more integrated system linking both states along both corridors, beginning of course with I-5.

P-0026-004 Though never a fan of toll roads and bridges, it seems the time has come to use that device for both traffic control and fiscal responsibility. Those who commute daily will soon see the great advantages of mass transit and carpooling. Hopefully the entire region will continue exploring ways to reduce carbon use to avoid swamping the nearby neighborhoods with increased

P-0026-001

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-0026-002

The I-5 bridges, like many older bridges in the region and nation, are not seismically sound and were never designed to survive a significant earthquake. In 1995, ODOT commissioned a study to look specifically at the lift spans of the I-5 bridges, which are considered the most vulnerable sections of the bridges. Vulnerabilities were found in the bearings, piles, piers, and lift span tower truss members. Both the northbound and southbound bridges have been identified as functionally obsolete bridges. This classification means they no longer meet the

P-0026-004 pollution.

P-0026-005 There's never a perfect time to take on such a major infrastructure investment. However, putting this project off into the future will make it far more expensive and compromise the economies of both states.

Thanks for receiving my input. I would like to continue receiving information as this project moves forward.

Sincerely,

David Milholland
Resident of Oregon and Washington since 1951, Portland since 1964

geometric and/or load capacity criteria of the Interstate system. The fact that there are other bridges in the region that are seismically unsound does not diminish the importance of protecting the I-5 crossing from failure in the event of a significant earthquake.

P-0026-003

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-0026-004

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

P-0026-005

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.