From: NoEmailProvided@columbiarivercrossing.org
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 05, 2008 1:58:35 PM
Attachments:

Home Zip Code: 97209
Work Zip Code: 97214

Person:

Person commutes in the travel area via:
Car or Truck

P-0050-001

1. In Support of the following bridge options:
Replacement Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Unsure
Kiggins Bowl Terminus: Unsure
Mill Plain (MOS) Terminus: Unsure
Clark College (MOS) Terminus: Unsure

Contact Information:
First Name:
Last Name:
Title:
E-Mail:
Address:
,

Comments:

P-0050-002

I know it's too late for new proposals, but part of this just came to me. Sorry. Ignore it if you want to.

P-0050-001

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-0050-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-0050-003 I don't like any of the current proposals. If the existing bridges have to be replaced because of structural reasons, fine, do it, and don't repeat the design errors that exist now. Specifically, the curves, the hill, the entrances and exits too close together, the impression that the lanes are narrow, the drawspan.

P-0050-004 Build a new bridge (or pair of bridges) with four lanes, each as wide as the lanes leading to it, plus left and right shoulders in each direction. One separate right-of-way for bikes and pedestrians, wherever it works best (east side, west side, or in the center, as on the Glen Jackson bridge. Left lane for carpools and/or buses, if this justifies itself (New Jersey uses bus-only lanes really successfully through the Lincoln Tunnel). No light rail

P-0050-005 -- I do believe in it, but there is no route north of the bridge that has dense enough residency to justify service. People will not ride a bus to a train. And the Vancouverites hate light rail. Bus route design is flexible; light rail route design is not. I realize this makes the Expo line a lightly-travelled dead-end. Tri-Met shouldn't have built it unless the crossing was a sure thing.

P-0050-006 To avoid a hill, note that the Vancouver bank is relatively steep -- the abutment would be between 7th and 11th Streets. The Oregon side has room for a longer, gradual grade.

P-0050-007 To avoid the "closed-in" feeling that makes drivers slow down because they think lanes are narrow, build a top-deck bridge, like the Glen Jackson and the Abernathy.

P-0050-008 To avoid the curves, either have a curving bridge (but no sharper a curve than is found on the Glen Jackson), or a straight bridge with the north landing about 100 feet east of the current landing. In the latter case, there would have to be a curve at the south end. Actually, a continuation of the existing curve south of Marine Drive would work. Note that the new bridge(s) should be just far enough east of the existing northbound span so that construction is not impeded by proximity to the existing spans.

P-0050-009 To avoid the ramps that are too close together, eliminate the Jantzen Beach exits. Wait! Read on! Have southbound traffic destined for Jantzen Beach exit at Marine Drive, turn right, and use a new bridge to Hayden Island. This bridge would be just west of the interchange. Low altitude (the sailboats that dock in that channel would have to go around the east end of the island), four lanes, short, cheap. Considering the existing road layout on Hayden Island, travel time might even be shortened. The I-5/Marine Drive/ MLK interchange would have to be reworked somewhat. We're literally going in circles there now.

P-0050-010 Make provision for reversible lanes. Install manually operated overhead signals for each lane. At each end of the structure, pave and stripe the median for crossover traffic (see the Delaware Memorial Bridges on I-95).

P-0050-003

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC projects purpose and need. As described in Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structures high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges
- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river

P-0050-004

See response to comment P-0050-001.

P-0050-005

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver

and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-0050-006
The current design of the LPA has the bridge touch down near 5th street in Vancouver.

P-0050-007
The current design of the stacked transit highway bridge has auto traffic on the top deck.

P-0050-008
The river crossing proposed as part of the LPA has a gradual curve in the bridge design that meets design standards.

P-0050-009

Current designs of the CRC project do not include the elimination of the Hayden Island interchange. The FEIS includes a design option that would construct a local multimodal bridge over North Portland Harbor for access on and off of the island.

P-0050-010

Reversible lanes, like those on Interstate 5 in Seattle, require added lanes and barriers compared to regular highways. This increased width could have greater impacts on right of way in downtown Vancouver. Reversible lanes also perform better as part of a larger, regional system; they would not relieve congestion significantly in CRC's five-mile project area.