

**From:** [twcounseling@gmail.com](mailto:twcounseling@gmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, May 05, 2008 9:56:16 PM  
**Attachments:**

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Home Zip Code: 07217  
 Work Zip Code: 97006, 97217

Person:

Lives in the project area  
 Works in the project area  
 Owns a business in the project area



Person commutes in the travel area via:

Bicycle  
 Bus  
 Car or Truck  
 Walk

**P-0064-001**

1. In Support of the following bridge options:
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland  
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:

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 Last Name: Wilmeth  
 Title:  
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**P-0064-001**

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.

Portland, OR 97217

Comments:

- P-0064-002** Please reconsider the trajectory that the CRC is on. Rather, consider TDM measures (like tolling and individualized marketing programs) along with enhanced transit and earthquake upgrades BEFORE building 12 lanes. We can reduce CO2 emissions and congestion WITHOUT building a new freeway bridge. Our community is working so hard to detoxify N. Portland. Please do not directly undermine our efforts with this plan.
- P-0064-003** In addition, a short span of 12 lanes does NOT solve the problem but rather moves it and is a solution from an era that is quickly coming to an end. Investment in light rail, mass transit and savvy marketing are the only answers many will be able to afford as the price of gas continues to rise. Our local economy is at risk if we look to solutions of the past.
- P-0064-004**

### **P-0064-002**

The CRC project evaluated a wide variety of options for achieving its Purpose and Need, including extensive travel demand and system management strategies that would not involve rebuilding the I-5 bridges. These strategies would provide some benefits and are part of the CRC project, but without accompanying physical improvements and upgrades, they would do very little to address the stated needs of improving safety and mobility for traffic and freight, or the seismic vulnerability of the existing bridges. The project will include tolling as a funding component and traffic management tool.

### **P-0064-003**

Emissions from I-5 in North Portland are projected to be substantially lower in the future than today. The project would further reduce emissions in North Portland compared to No-Build.

### **P-0064-004**

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River. All auxiliary lanes added within the project limits are subsequently dropped within the project limits. The project does not propose to add lanes north or south of the project limits.

Beyond the improvements provided on I-5, the CRC project also includes substantial investment in alternate modes of transportation, including light rail, bicycle, pedestrian facilities, and includes a toll to discourage single-occupancy vehicle trips.

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or

changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.