

From: kaleidofun@aol.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 06, 2008 2:07:05 PM
Attachments:

Home Zip Code: 98661
 Work Zip Code: 98661



Person:

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

Person commutes in the travel area via:
 Car or Truck

P-0065-001

1. In Support of the following bridge options:
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: No

Contact Information:

First Name: Reardon
 Last Name: Adcock
 Title:
 E-Mail: kaleidofun@aol.com
 Address:

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Comments:

P-0065-002 I would like to suggest another possible approach the new bridge. First phase would be a

P-0065-001

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-0065-002

Thank you for that suggestion. The draft project sequencing plan developed after the DEIS has some similarities to the sequencing you suggest, however the LPA design is a little different. For example, light rail would be within the new bridge beneath the traffic deck. See the Chapter 2 of the FEIS for a discussion of various alternatives considered and the rationale for the current locally preferred alternative.

- P-0065-002** new four-lane span West of the existing bridge. This new bridge would be the same style and architecture at the current. Elevate the center to allow river traffic to pass. This new span would act as the new Southbound lanes. The next phase would be to rebuild the East, Northbound span to match the new West, Southbound span. The third phase would be to rebuild the center section to handle light rail and foot traffic.
- This would give a dedicated lane to Hwy 14 as it merges with I-5. Don't allow traffic from downtown to enter the freeway at this location. Light rail is an ineffective and inefficient necessary evil that government wants to force on the people. I'm fine with that as long as the total picture is improved.
- P-0065-003** Because the I-5 bottleneck in Portland will always be present unless they have a major change in political philosophy. For that reason there is no need to get people to that bottleneck faster. The traffic will still back up to the Interstate Bridge during rush hours even with a new bridge of any design.
- P-0065-004** In the plans, serious thought should be given to having a main highway off ramp going directly to the port area and not going through the downtown streets. Whatever the final plan it should be cost effective to solve the most logical problems not create more. The downtown area is struggling to rebuild itself. A mammoth bridge structure would discourage all future development of this area and destroy any hope of giving Vancouver a true identity. Please give this some serious thought before a final design is adopted.
- P-0065-005**

P-0065-003

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-0065-004

The ability to move freight efficiently in the Vancouver/Portland region is

critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

P-0065-005

As described in Chapter 3 (Section 3.9) of the DEIS, a new river crossing would increase the prominence of the bridge from all views, with the impact increasing with proximity to the bridge. It is also true that there will be an increase in shadow duration and extent. The impact of this change would be lessened by the use of the stacked transit/highway bridge design, allowing the transit elements to be stacked underneath the vehicular lanes.

Impacts to Columbia River main channel could be high, but could also be positive. Possible improvements could occur as a result of the removal of the complicated truss structures and lift towers of the existing bridge. This change would open up views from I-5 of the Portland and Vancouver skylines, distant shorelines, rolling hills, and mountain profiles. Also, removal of the existing bridge structures from the immediate waterfront would visually open much of the area immediately

beneath the bridge along the river.

The project team is working hard to design a project that will contribute to economic development in downtown Vancouver, and will aid the City in the pursuit of the goals for the downtown as articulated in the Vancouver City Center Vision.