

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 1:54:32 PM
Attachments:

Home Zip Code: 97217
 Work Zip Code: 97232

Person:
 Lives in the project area

Person commutes in the travel area via:
 Bus
 Car or Truck
 Walk

- P-0084-001**
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
 Light Rail between Vancouver and Portland
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion



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

P-0084-001

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.

Comments:

P-0084-002 I usually take the TriMet # 6 bus to and from work at BPA in the Lloyd district but would like to take light rail if it stopped at Hayden Island where I live. Currently the only way on transit to the island is the bus.

P-0084-003 I believe we should proceed as soon as possible to get going on his project.

P-0084-004 I do NOT support a toll on the new bridge and I don't think the way to "finance" the bridge is with a toll of ANY amount. I believe that a toll will just inhibit traffic flow - for those who wouldn't have a pass - and thus for those that do have a pass.

P-0084-005 I would like the new bridge to be as "quiet" as possible, sound-wise. I live in The Waterside condos on the river and have enough noise from the current bridge. I am concerned that a new bridge higher in the air would make the noise travel even farther and with greater intensity.

Thanks for having a way to comment.

Sincerely, Dan Krauss

P-0084-002

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

P-0084-003

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.

P-0084-004

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

P-0084-005

Potential noise and vibration impacts that would result from the CRC project were disclosed in the Chapter 3 (Section 3.11) of the DEIS, and have been updated in Chapter 3 (Section 3.11) of the FEIS.

The FHWA with input from the DOT's set the traffic noise abatement criteria for highway noise, which are implemented by the state DOT's. Noise walls, to the extent that they are effective at reducing noise and can be constructed at a reasonable cost, are the most common type of mitigation for highway noise when project related noise levels exceed the abatement criteria. The DEIS proposed potential locations for new or replacement noise walls that are preliminarily considered reasonable and feasible by state criteria. Information on the noise walls used to mitigate project related highway noise impacts can be found in the DEIS (pages 3-301 through 3-305). The analysis performed for the FEIS is based on more refined designs and updated traffic modeling (Chapter 3 Section 3.11).