From: NoEmailProvided@columbiarivercrossing.org
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 07, 2008 4:24:35 PM
Attachments:

Home Zip Code: 98661
Work Zip Code: 98661

Person:
Lives in the project area
Commutes through the project area

Person commutes in the travel area via:
Car or Truck
Other - carpool lane

P-0090-001

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: Yes
Kiggins Bowl Terminus: Yes
Mill Plain (MOS) Terminus: Yes
Clark College (MOS) Terminus: Yes

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

P-0090-001

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-0090-002 Even though I am not a daily commuter of this area, my husband does this commute every day. I feel that this is a necessary project and definitly recommend replacing the existing bridges with new and also provide light rail. Even though replacing the bridge may not seem environmentally friendly, it will actually reduce the amount of emmision

P-0090-003 my husband contributes if the changes are made...my husband carpools to work w/3 others and just to get on the carpool lane, it takes approx. 20 minutes from downtown to when the carpool lane begins because of the backup. He would like to take the bus, but needs his car daily for work. If additional lanes are added, it will significantly cut the amount of time in the car. (reduce emmisions) I don't believe adding a toll will be good.

P-0090-004 I feel that you would be hurting the very people who it is supposed to help. Most Vancouver residents who work in Portland would like to live closer to work but the cost of housing doesn't allow that so they live in Vancouver where housing is much more affordable. Tolling these very people who already can't afford to live in Portland doesn't make sense to me. I also feel that for those Vancouver residents that don't carpool, is not

P-0090-005 because they don't want to but because they can't...mostly for not consistant hours and never knowing when they are going to leave work..or they dont use public transportation because they need their car for work. I would like to see some added benefits for those that do carpool/use rapid transit, such as reduced fares during peak traffic hours, or gas vouchers for those that can prove they carpool, etc. I think we can achieve almost zero traffic with a combination of building the bridge and continued pressure to use carpool/ rapid & public transit.

P-0090-002

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

P-0090-003

The LPA would substantially reduce the duration of daily congestion which will help to reduce emissions of many pollutants, as discussed in Chapter 3 (Section 3.10) of the FEIS.

P-0090-004

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-0090-005

The details of the tolling system are yet to be determined. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The CRC project has considered a

variety of TSM/TDM measures to complement the infrastructure improvements. See Chapter 2 of this FEIS for a description of the TSM/TDM measures currently proposed as part of this project.