



From: [Bieber, Scott](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: My Comments
Date: Friday, June 27, 2008 10:20:09 AM
Attachments:

P-0222-001 I believe we should be bringing light rail into Clark County. Where I believe the project is flawed is in its estimation of the vehicle traffic in the coming 10-30 years. It is my belief that we will begin to see a decline in automobile use in between 2010 and 2020 – with significant reduction by 2030 based on telecommuting and people moving closer to where they work. Suburbs are beginning to die off and Urban living we be on the upswing. That being said, we will be sitting here with a huge piece of concrete with several traffic lanes and significantly fewer cars driving over it – and, we will still be paying for it.

P-0222-002

P-0222-003 Light rail yes, huge expansion of the bridge – no.

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P-0222-001

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-0222-002

Traffic forecasts reported in the DEIS and used to inform decisions on a locally preferred alternative were derived from adopted regional employment and population forecasts and state-of-the-art modeling and evaluation conducted by Metro, RTC and the project team, and reviewed by all project sponsor agencies as well as FTA and FHWA. In addition, an independent panel of traffic modeling experts was convened in October 2008 to review the modeling methods and findings. These experts concluded that the project's approach to estimating future travel

demand was reasonable and that it relied on accepted practices employed in metropolitan regions throughout the country. These findings are summarized in the “Columbia River Crossing Travel Demand Model Review Report” (November 25, 2008). This independent review confirmed the approach CRC modeling used to address multiple variables that can affect travel demand, including gasoline prices, tolling, travel demand measures and induced development.

P-0222-003

Thank you for your comment. 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.