


From: sherrievanhine@comcast.net 

To: [Columbia River Crossing](#)

CC:

Subject: Comment from CRC DraftEIS Comments Page

Date: Tuesday, May 27, 2008 3:54:52 PM

Attachments:

Home Zip Code: 97212
Work Zip Code:

Person:
Other - shopping

Person commutes in the travel area via:
Car or Truck

P-0496-001

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

Contact Information:
First Name: Sherrie
Last Name: Van Hine
Title:
E-Mail: sherrievanhine@comcast.net
Address:

P-0496-002

Comments:
I'm not sure which option to support. I think we need to be very careful that we don't encourage more people into their cars OR just move the congestion to a different location.

P-0496-001

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-0496-002

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

- P-0496-003** | I like the new idea of starting the toll payments NOW before a new/improved bridges are built because that alone will encourage less usage and more conservation.
Reduce congestion by improving high capacity transit (rapid bus) and car-pooling NOW
- P-0496-004** | Include Park & Ride in the plan. (People are more likely to use this mixed plan than to use walk from their homes to a bus/rail stop.)
- P-0496-005** | I am very concerned that a new bridge merely moves the bottleneck further south on I5 and will result in worse traffic on NE33rd Ave.
I think more traffic should be encouraged to go AROUND Portland (improve 205)
- P-0496-006** | GREEN options must be paramount.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

P-0496-003

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

P-0496-004

Three park and rides are included in the LPA, located near Clark College, near Mill Plain Blvd., and within the SR 14 Interchange. For more information on the LPA, please see Chapter 2 (Section 2.2) of the FEIS.

P-0496-005

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-0496-006

Following the close of the 60-day DEIS public comment period in July

2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. As discussed in the DEIS, a replacement bridge over the Columbia River will also include dramatically improved bicycle and pedestrian facilities.