

**From:** [urbman3k@earthlink.net](mailto:urbman3k@earthlink.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Monday, June 30, 2008 4:46:53 PM  
**Attachments:**

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Home Zip Code: 97062  
 Work Zip Code: 97062

Person:  
 Other - pass through about every two months

Person commutes in the travel area via:  
 Car or Truck

- P-0514-001**
1. In Support of the following bridge options:  
 Replacement Bridge  
 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: No Opinion  
 Kiggins Bowl Terminus: Unsure  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: Yes

Contact Information:  
 First Name: Colin  
 Last Name: Cortes  
 Title:  
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 Tualatin, OR 97062

Comments:

- P-0514-002** I support Alternative 3. (I have no opinion regarding the alignment options, but I think

### P-0514-001

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-0514-002

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.

**P-0514-002** | the logical terminus is Clark College).

**P-0514-003** | Global warming and induced traffic are valid, but putting them aside, I think the dominant factors to consider are that: (1) I-5 is not only numbered as one of the major trunks of the interstate highway system, it's the only one to span the entire West Coast and that connects Portland and Seattle in particular. Nothing can truly substitute or complement it, including I-82. (Having truckers and motorists divert to I-205 as the bypass isn't feasible because many know I-5 is a shorter route and at rush hour the difference between the expressways is nil.) It's not like the Midwest or the East Coast where there's often a selection of bypass or alternative expressways or tollways connecting cities. Looking a larger scale, I-205 does connect OR and WA well and I-5 serves a national purpose well beyond that of the metro area. Given the peculiar circumstances of this I-5 river crossing, Alternative 3 is most in keeping with the original purpose of the interstate system. I'd like to see more analysis in the EIS regarding options to deal with local traffic congestion, namely tolling and congestion pricing. (Oregon in general is sorely lacking in publicly owned toll roads.) Shifting some financial burden unto drivers who drive at peak periods is more logical, dissuades some drivers from driving at that time, and provides more roadway capacity for truckers and occasional pass-through drivers.

**P-0514-005**

### **P-0514-003**

The FEIS discusses climate change impacts in Chapter 3 (Section 3.19) and induced growth in Chapter 3 (Section 3.4).

### **P-0514-004**

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

### **P-0514-005**

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.