



From: [Laird Heater](#)
To: [Draft EIS Feedback](#)
CC:
Subject: Columbia River Bridge
Date: Wednesday, May 28, 2008 8:36:53 AM
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- P-0565-001** have been to several of the open houses and hearings, and it all seems so short sighted or special interest motivated.
- P-0565-002** was crossing the Interstate to go to Clark College in the 60's when it was a toll bridge. At 20 yrs old, I thought they should have kept it a toll bridge to pay for maintenance and eventual replacement. But what does a 20 yr old know ?
- P-0565-003** What ever is done with the current bridge is not going to be a long term solution. Nobody seems to want to address what's going to happen when the added flow of vehicles hits the Rose Quarter or the Sunset tunnel. That doesn't seem very smart.
- P-0565-004** The notion of making the crossing more difficult will reduce cars will only work to a very limited degree.
PEOPLE ARE NOT GOING TO GIVE UP THEIR CARS.
- MY SUGGESTIONS:
- P-0565-005** UPGRADE THE INTERSTATE BRIDGE AND MAKE IT A TOLL BRIDGE. - EXEMPT LONG HAUL TRUCKERS (these are the life blood of our economy and they have no alternative.)
- PUT ALL OUR EFFORTS INTO CREATING A NEW BRIDGE THAT WILL ACT MUCH LIKE THE 205.
MAYBE START IT AT THE 205 / I-5 INTERCHANGE IN WASHINGTON, BRING IT ACROSS KELLY POINT AND THEN CROSS THE WILLAMETTE AND GO TO HILLSBORO.
- A NEW BRIDGE IS INEVITABLE, BUT BY THE TIME WE ADDRESS IT, IT WILL BE TOO LATE
- A freeway was planned in the early 60's to go from Hillsboro to either Woodburn or Wilsonville.
This was planning for the future.
Sunset Highway was also widened to 4 lanes out to Banks in 1962, and nothing more was done until the last couple of years.

P-0565-001

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

P-0565-002

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

P-0565-003

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.

P-0565-005 The argument is that it would be too expensive, yet they are doing monster Federal projects in other cities. If they think it's expensive now, what will it be like in 20 years when they must purchase more developed land. And I'm sure the Federal government can be prompted as the I-5 corridor comes to a standstill.

P-0565-006 **ASSASSINATION WITH TROLLIES**
 This seems like Adams is creating a legacy for himself (I believe Katz did that)
 What if trolleys and Max was run across the river 10 years ago. The would have missed the development by the Ross Island.
 We had trolleys all over Portland, but the proved costly and couldn't adapt to changes in demographics.

P-0565-007 We need some with foresight and the guts to get a real solution done.

Laird Heater
 Realtor
 No relatives or friends in trucking

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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-0565-004

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.

P-0565-005

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies solicited

the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, such as a possible third transportation corridor across the Columbia River, alternative transit modes, and techniques for operating the existing highway system more efficiently. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that alternatives that do not include improvements to the existing I-5 facility generally do not address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of I-5. Traffic modeling showed that even significant investment in improving transit options in the corridor or building a third corridor was not enough to alleviate future traffic demand and existing safety hazards on I-5. It is important to note that transit and river crossing components were not eliminated simply because they could not accommodate future vehicular trips. For example, both light rail and tolling help to decrease vehicular demand. See Chapter 2 (Section 2.5) of the DEIS for more discussion on the screening process used to develop project alternatives.

Regarding tolling, 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.

P-0565-006

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. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public

Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0565-007

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.