



From: kollersathome@msn.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 11:47:59 AM
Attachments:

Home Zip Code: 98685
 Work Zip Code: 97204

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Bus

- P-0574-001**
1. In Support of the following bridge options:
 Replacement 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: No Opinion
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Lorinda
 Last Name: Koller
 Title:
 E-Mail: kollersathome@msn.com
 Address: 702 NW 120th St
 Vancouver, WA 98685

Comments:

- P-0574-002** | The interstate bridge needs to be rebuilt with light rail, and it needs to be done right. The
P-0574-003 | sooner the better. Portland needs to realize that its vitality is very much tied to

P-0574-001

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-0574-002

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,

P-0574-003 transportation of goods and services through the I-5 corridor. I doubt Portland wants to be known as the dead south end of the vibrant I-5 corridor. Don't believe for a minute that a temporary "wait" in hopes that high gas prices will halt traffic growth is going to solve any problems. Gas prices, like everything else, are cyclical. It would be absolute folly to forgo government money to help finance this project because of some idiots that want to "wait and see" if traffic will lessen further. Duh. Gas prices will go down again, the economy will re-enter another growth cycle, and what will be gained by waiting?

P-0574-004

P-0574-005

P-0574-006

P-0574-007 Nothing other than losing government funding. That's all. Don't be foolish. Build the bridge, do it right, plan for growth. Because growth will happen whether you plan for it or not. If you wait on this, the cost will be much greater in a few years. What will happen if the bridge isn't built soon? The local economy will suffer, many more hours will be lost sitting in traffic jams, and it will cost much more when a new taskforce decides to build the bridge a few years in the future. Does Oregon want to invest in its future economic vitality or leave it to languish?

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-0574-003

The ability to efficiently move freight in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group, comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met several times throughout the process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor.

P-0574-004

Significant increases in oil prices can have both short term and long term

effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0574-005

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

P-0574-006

Please see response above to comment P-0574-004.

P-0574-007

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