


From: pankrjl@comcast.net 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 6:25:55 PM
Attachments:

Home Zip Code:
 Work Zip Code: 97210

Person:
 Other - travel frequently to relatives in project area

Person commutes in the travel area via:
 Car or Truck

P-0579-001

1. In Support of the following bridge options:
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Jay
 Last Name: Margulies
 Title:
 E-Mail: pankrjl@comcast.net
 Address: 2421 NW Pettygrove St
 Portland, OR 97210

P-0579-002

Comments:
 Compared to the region's other needs, including such transportation needs as a replacement for the Sellwood Bridge, this project with billions of dollars being planned,

P-0579-001

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-0579-002

As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economy. The I-5 crossing also provides the primary transportation link between Vancouver and Portland, and the only direct connection between the downtown areas of these cities. As described in the DEIS, serious problems face this important crossing, including growing congestion, impaired freight movement, limited public transit options, high auto accident rates, substandard bicycle and

P-0579-003 | seems frivolous. Surely a less expensive plan will suffice.

P-0579-004 | And the idea that the federal money that would be spent is somehow free money makes the project seem even less worthwhile.

Jay Margulies

pedestrian facilities, and vulnerability to failure in an earthquake. The fact that other important issues face our communities does not diminish the importance of addressing the problems plaguing the I-5 crossing.

CRC assumes funds allocated to other projects would remain dedicated to those projects, and anticipates needing to find new funds to finance the project. Funding for the project will come from a variety of sources including federal grants that would not be available to other transportation projects in the region, State of Oregon, State of Washington, regional and local sources. In addition, it is assumed that the replacement bridge will be tolled. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.

P-0579-003

Oregon Highway Plan's Policy 1G states "it is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity". This region has invested heavily in transportation system management (TSM) and transportation demand management (TDM) measures to improve the efficiency of the region's highways and lower vehicular demand in order to reduce the need for significant capital investments. Though many TSM and TDM measures are already in place in the I-5 corridor, the project team evaluated options to increase these low-cost measures. Screening evaluations during the development of a reasonable range of alternatives found that alternatives with only aggressive TSM/TDM measures did not meet the project's needs for addressing substandard highway design features and did not sufficiently alleviate automotive demand to reduce congestion around the I-5 crossing. These screening evaluations revealed that alternatives that best met the project's purpose and need included a mix of infrastructure investments to offer high-capacity transit and to address deficient highway design and capacity over the river and at nearby interchanges.

P-0579-004

The necessity and availability of federal funds does not diminish the importance of the CRC project.