



# Columbia River CROSSING

Draft Environmental Impact Statement

## Comment Form

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

**TELL US ABOUT YOURSELF**

What is your home zip code? 97217 Work zip code? N/A

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other
<input type="checkbox"/> Own a business in the project area?	

How do you regularly travel in the project area: (check all that apply)

<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Other	

*Comments:*

P-0618-001 Tolls should be a part of the funding, starting NOW!!! Users should pay more of the cost. Nothing will reduce usage as quickly as tolls. Perhaps designate HOV 2+ trucks lanes during peak hours, or charge others a premium toll. I suggest a car toll of \$1 today to determine the impact on traffic. Charge trucks \$2.

P-0618-002 Vancouver, Clark County, & WA need to join the 21<sup>st</sup> Century and do their part!

**1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)**

P-0618-002

Replace the existing bridges

Supplement the existing bridges with a new structure

Do nothing—make no changes to the existing bridges

No opinion

- over -

**P-0618-001**

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-0618-002**

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, 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.

**2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)**

- P-0618-002  Bus rapid transit between Vancouver and Portland
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

**3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)**

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional**
 YES  NO Would you like to be added to the project mailing list?

Name (First &amp; Last Name, Organization)

Ray Olsen, Private Citizen

5-28-08

Address (Street, City, State, Zip)

 12745 N. Scouler Ave.  
 Pdx, 97217-8228

E-mail (enter address to receive monthly electronic updates)

N/A

## Thank you!

Give this form to project staff or return to the project office:

**Postal Mail**

 Columbia River Crossing Project  
 C/O Heather Gundersen, Environmental Manager  
 700 Washington Street, Suite 300  
 Vancouver, WA 98660

**Fax**

360-737-0294

**E-mail**

DraftEISfeedback@columbiarivercrossing.org

**Draft EIS information**

 www.columbiarivercrossing.org/CurrentTopics/  
 DraftEIS.aspx

**Submit Online Comments**

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



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**P-0618-003**

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

**P-0618-004**

High occupancy vehicle (HOV) lanes work when they are part of a network, and could potentially be a useful tool in the CRC area if employed as part of a regional plan. The 5-mile CRC project by itself is too short in length to provide the true benefits of HOV lanes, but should the region adopt and develop a HOV system, lanes within the bridge influence area could potentially be designated as part of the network.

The CRC project team has looked at HOV lanes and freight lanes, which are typically located on the inside freeway lane next to the barrier, as part of its technical analysis. Because about 70 percent of the vehicles enter and/or exit I-5 within the 5-mile study area, access to and from a HOV lane or freight lane could create traffic operational problems by increasing lane changes (for example, HOVs entering the freeway and

needing to merge all the way to the inside lane). The results of this analysis are described in more detail in Section 3.1 of the DEIS.

**P-0618-005**

Representatives of the Vancouver-Portland metropolitan area's freight industry served on the CRC project's Freight Working Group. The Freight Working Group worked with the project team to determine how best to accommodate freight needs in the crossing project. The Freight Working Group and project team analyzed a number of ideas, including truck-only lanes in the project area. It was determined that truck-only lanes tend to primarily benefit trucks traveling long distances. For truck-only lanes covering relatively short distances, the maneuvers required to enter and exit the truck-only lane limits their usefulness. Several of the region's major truck freight generators are accessed to and from I-5 in the project area, such as the Port of Vancouver, the Port of Portland, and the Columbia Corridor. Truck-only lanes would not effectively benefit trucks traveling to and from these destinations. Rather than creating truck-only lanes, the CRC project will benefit truck freight through such actions as reducing congestion and redesigning interchanges so they are easier and safer for trucks to use.

**P-0618-006**

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-0618-007**

See discussion of starting a toll prior to bridge construction, above.

**P-0618-008**

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.