



**From:** [vallsanders@gmail.com](mailto:vallsanders@gmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 3:14:23 PM  
**Attachments:**

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Home Zip Code: 98661  
 Work Zip Code: 98661

Person:  
 Lives in the project area

Person commutes in the travel area via:  
 Bicycle  
 Car or Truck

- P-0633-001**
1. In Support of the following bridge options:
  2. In Support of the following High Capacity Transit options:
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: No Opinion  
 Kiggins Bowl Terminus: No Opinion  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

Contact Information:  
 First Name: Val  
 Last Name: Sanders  
 Title:  
 E-Mail: [vallsanders@gmail.com](mailto:vallsanders@gmail.com)  
 Address:

- P-0633-002**
- Comments:  
 I am absolutely against the potential tolling that Liberty, Hosticka, and Collette propose. Rather than tolling to reduced congestion, perhaps bicycle lanes that run underneath the bridge would entice less people to drive, and more to bicycle.

### **P-0633-001**

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-0633-002**

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

**P-0633-002**

I prefer to bike, but due to inadequate bicycle lanes, and dangerous bicycle lanes, I primarily choose to drive in the city of Vancouver, and in Portland out of regard for my personal safety.

Regarding the questions below, I believe to be "greener," cities need to focus more on bicycle lanes, and more sustainable cities, rather than imposing toll charges which will create less benefits and more impositions.

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.