



**From:** [wtterrytanner@gmail.com](mailto:wterrytanner@gmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 5:59:44 PM  
**Attachments:**

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Home Zip Code: 98606  
 Work Zip Code: 97210

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- P-0639-001**
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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

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- P-0639-002**
- Comments:  
 I have travelled I-5 commuting from Vancouver for 30 years. I have been subjected to the non-existent to half-hearted attempts of the authorities to improve the situation. Here are

### **P-0639-001**

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-0639-002**

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

**P-0639-002** | my observations.

**P-0639-003** | Delta Park - I am very skeptical that enough is being accomplished with the current Delta Park improvement project to keep traffic flowing through that area despite the massive expenditure for the bridge. I recommend a reverse toll system be installed. That is, if the general flow of traffic through Delta Park slows below a minimum speed, say 40 mph, the system refunds your I-5 bridge toll. Laugh if you want, but if you are serious that Delta Park is now being fixed you have nothing to worry about. Right?

Reverse toll system - guarantee to the public that the tolls they are being charged to relieve congestion are really working. If the operators of the system had to refund toll money when congestion occurred, I'll bet they would design a bridge and accompanying system that did not congest very often.

**P-0639-004** | Forcing people to mass transit by making car traffic heavy (stated objective of regional transportation Authorities.) - This policy is embodied by the regional policy to not have more than three meager lanes on I-5 through Portland. The problem with mass transportation is that you cannot get where you need to go if you have to leave your car at a park and ride in Vancouver. It also takes forever to change buses, etc. required to arrive at your needed destination. I have done it and it does not work!

**P-0639-005** | Heavy traffic is not good for the environment - while engines idle they put out fumes into the atmosphere. Although this is going to be less because of emissions control equipment, it is not fair to count on that instead of moving traffic along.

**P-0639-006** | Will the car pool lane northbound be eliminated once the bridge is fixed? Currently the carpool lane effectively reduced the 3 lane highway to 2. Car pool lanes are fine if they are an additional lane, but if the main body of traffic is still 2 lanes northbound, why is it we are spending all this money on a new bridge we can not get to.

**P-0639-007** | Your car is not safe at park and ride locations - need I say more? Look at the signs posted.

**P-0639-008** | Increase motorcycle friendly rules. Why can't motorcycles split lanes like they do in California? - This is a "no cost" option that would incent more people to ride. What are the statistics pertaining to accidents due to lane splitting vs. not? What is the likelihood of this becoming the law? (assume answer is none). Why?

What about a dedicated lane for motorcycles? Considering the distances people need to travel, this makes way more sense than bicycle lanes.

### **P-0639-003**

Many different tolling scenarios have been studied, however your suggestion has not been utilized. This is partly due to the complexities of having a variable system which would be interrelated with system performance. The congestion pricing which has been agreed to needs to increase the cost of using the facility during the most congested times. The toll will help to encourage a delay in discretionary trips until a non-peak period.

The Oregon Department of Transportation (ODOT) began construction on the I-5 Delta Park widening project in April 2008. Phase I of the project involves widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. When complete, the Delta Park project will have 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. The southbound traffic congestion that currently exists near the I-5/I-405 split will not be improved by either the CRC project or the Delta Park project. However, traffic analyses show the congestion will not be worse 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.

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-0639-004**

The LPA includes a light rail transit extension into Vancouver. It will travel on an exclusive alignment and will connect to the existing light rail system and is expected to have 7.5 minute headways during peak hours and 15 minute headways during non-peak hours. It will reduce trip times between 3 to 24 minutes in the southbound direction during a.m. peak hours and 5 and 28 minutes in the northbound direction during p.m. peak hours. For more information, please see Chapter 2 and Chapter 3 (Section 3.1) of the FEIS.

**P-0639-005**

Agreed. Emissions tend to be lower when there is less congestion, assuming traffic volumes are similar.

**P-0639-006**

The CRC project does not include HOV lanes inside its five-mile project area. The CRC project team 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 five-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 is described in more detail in Chapter 3 (Section 3.1) of the DEIS. Regarding the existing HOV lanes located outside the project area, the CRC project does not propose any changes. These HOV lanes might effectively link to HOV lanes in the CRC area in the

future, if employed as part of a larger regional plan. Should the region adopt and develop a larger HOV system, lanes within the bridge influence area could potentially be striped as part of that network.

**P-0639-007**

Safety and security are high priorities for C-Tran and TriMet. Though studies show that crime rates at transit stations are directly linked to the amount of crime in the surrounding neighborhoods, CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. The project team has developed a Safety and Security Management Plan for the transit component of the project, which outlines a variety of potential safety measures. These measures include working with local governments to develop supportive land-uses near transit stations; enforcing fare payment; installing closed-circuit TV at light rail stations, park and rides, and on trains; and patrolling stations and trains by Transit security and local police officers. For more information about how safety and security associated with light rail is being addressed by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

**P-0639-008**

The traffic analyses do not suggest that a sufficient number of motorcycle riders use the bridge, to make it reasonable to provide them with right of way to the detriment of the other vehicle lanes which serve commuters, freight, and emergency vehicles.