



From: jimpamw@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 8:52:01 AM
Attachments:

Home Zip Code: 98642
 Work Zip Code: all of Oregon

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0642-001**
1. In Support of the following bridge options:
 Replacement Bridge
 2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 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

Contact Information:
 First Name: James
 Last Name: Wheeler
 Title:
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 Address: 18008 NW 61st Avenue
 Ridgefield, WA 98642

Comments:

- P-0642-002** I do not believe it would be a good idea to have toll booths with the current bridge; it

P-0642-001

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-0642-002

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 must be made by both the Washington and Oregon Transportation Commissions.

Regarding toll booths on a new bridge, details and policies for the tolling

- P-0642-002** | would only add to traffic congestion, with cars lining up at the toll booths. I have no problem with paying tolls once we have a bigger bridge with more lanes.
- P-0642-003** | Since it will be a while before any new bridge is built, it is time for Oregon to get rid of the HOV lane. This would help ease the traffic congestion northbound during the afternoon rush hour. Given the cost of gas, people who are now car pooling are not going to quit car pooling.
- P-0642-004** | We also need to get I-5 southbound through Delta Park widened ASAP. We need to do whatever we can to speed up that project. I believe that will greatly relieve the congestion southbound during the morning rush hour.

system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

P-0642-003

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 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-0642-004

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project 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 be no 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.