From: queenleslie1982@yahoo.com
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 29, 2008 7:45:41 PM
Attachments:

Home Zip Code: 97214
Work Zip Code: 97204

Person:
    Other - Concerned about global warming

Person commutes in the travel area via:
    Bicycle
    Bus
    Walk

P-0680-001 1. In Support of the following bridge options:
    Supplemental Bridge
    Do Nothing

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: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:
First Name: Leslie
Last Name: Carlson
Title:
E-Mail: queenleslie1982@yahoo.com
Address: 2034 SE Elliott Avenue
Portland, OR 97214

P-0680-001

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.

Comments:

P-0680-002

I am concerned that the data underlying the project is outdated. The price of gas, I was told by CRC staff, was not the current $4/gallon price, but a much lower one. Nor were carbon taxes modeled in the data used to determine how many lanes were used.

I would support tolling first to see how much demand could be reduced before building a new bridge. At the very least, the data used to determine the number of lanes must be updated.

P-0680-002

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. Currently, 135,000 vehicles cross the Columbia River on the Interstate Bridge which leads to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and seven interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

The toll has been found to have a significant effect on the demand for the new facility. Details are provided in Section 3.1 of the FEIS. The modeling has not included a carbon tax, as there currently is not a tax, cap, or trade regime in place for carbon, and it would be too speculative to construct one based on possible future legislation.