



From: [Killmower](#)
To: [Columbia River Crossing](#)
CC:
Subject: *Remove the current non-barrier car-pool lane from the Portland to Vancouver WA I-5 Corridor*
Date: Tuesday, May 27, 2008 6:30:54 PM
Attachments:

To Columbia River Crossing Project

Hi

P-0715-001 I have been following the chatter from all the press releases and radio talk shows for quite a while. As a Clark County resident, I talk to friends, family and co-workers who all have opinions about the traffic mess. I have not encountered a single person that wants the existing bridge replaced. Most folks want another Columbia River crossing farther West, at the end of Vancouver Lake that will connect them with the Port of Vancouver, Oregon's Hwy 217 and Hwy 26 so they can bypass Vancouver and Portland altogether. I tend to agree.

P-0715-002 But I do have an opinion about the removing the current non-barrier car-pool lane from the Portland to Vancouver WA I-5 Corridor to improve traffic congestion. It does not take too much research from many sources to find detailed studies from states across America that prove *non-barrier car-pool lanes* don't really work. At least not like they have been and are currently being promoted.

It's very simple; if all lanes are made to be general purpose then the freeway can move more cars. Also many studies show that HOV lanes are not making single passenger commuters switch to car-pool. The HOV lanes don't decrease traffic or pollution in fact the opposite is true, and there is no improvement to overall throughput time. I believe that Portland's metered on-ramp system is very effective, but the HOV restriction nullifies that traffic control, which increases the overall congestion delay.

Just look what happens to I-5 on weekdays between 3:00 and 6:00. During that time, you will find bumper to bumper, stop and go traffic. It's

P-0715-001

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-0715-002

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-0715-002** | very interesting to look at what was happening just prior to and just after those restricted lane hours; a generally smooth flow of traffic. Research I read showed that HOV lanes are used at only two thirds of the capacity, and accidents are another very big problem. Some studies showed that accident rates were as much as 50 percent higher when the lane is not physically separated from the other lanes. Semi trucks and cars of solo drivers abuse the HOV system all the time, and when these vehicles swerve in and out of the HOV lane, it brings the right hand lanes to a complete stop.
- P-0715-003** | I suggest that *all trucks* and slower vehicles be enforced to use the far right lane only. Let the metered on-ramps do their job effectively and permanently remove the HOV lane from the Portland Metro area. Also
- P-0715-004** | this would eliminate the police patrols who are causing random traffic jams just before the Interstate Bridge.
- P-0715-005** | This relates to the Columbia River Crossing project, because everyone seems hung up on how to put Light Rail in-place to Vancouver. Start with small fixable items and build from there. Also only buses can deliver the flexibility needed, so focus on more energy efficient buses, not light rail.

Thank You

Gene Presler
710 W. 24th St
Vancouver WA 98660
360-696-1476

P-0715-003

If trucks were forced to use only the right lanes, there would be adverse consequences for traffic performance and for safety. During non-peak periods, the trucks are able to travel in the center or left lanes, thereby leaving unimpeded the traffic that needs to enter or exit the freeway. If the trucks were forced to remain in the right lanes, unnecessary conflicts would also be introduced at the interchanges.

P-0715-004

Please refer to response to comment P-0715-002.

P-0715-005

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.