**From:** source@pacifier.com
**To:** Columbia River Crossing;
**CC:**
**Subject:** Comment from CRC DraftEIS Comments Page
**Date:** Monday, June 30, 2008 10:33:25 PM
**Attachments:**

Home Zip Code: 98663
Work Zip Code: 98663

Person:
Lives in the project area
Works in the project area
Owns a business in the project area
Commutes through the project area

Person commutes in the travel area via:
Car or Truck

P-0741-001

1. In Support of the following bridge options:
Do Nothing

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit 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: Karen
Last Name: Axell
Title:
E-Mail: source@pacifier.com
Address:
Vancouver, wa

**P-0741-001**

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-0741-002 I am opposed to the CRC proposed bridge replacement and any form of light rail:

P-0741-003 • Light rail is too expensive to build, and there is no clear funding mechanism.

P-0741-004 • The cost per rider is too high for light rail.

• Light rail does not reduce congestion. Less than 1% of car riders will switch to light rail.

P-0741-005 • There needs to be a public vote on any proposal to operate high-capacity transit.

P-0741-006 The replacement bridge itself as proposed will not reduce congestion:

• According to CRC projections, if the new bridge is built traffic studies project that by 2030, the morning rush-hour commute from Vancouver would be 41 minutes from 179th Street to the I-84 interchange. This is only ten minutes longer than today's commute and only five minutes faster than if there is no new bridge

• By 2030, if a new 12 lane bridge is built, there will be 44,000 more vehicles crossing the bridge every day (178,000 then vs. 134,000 now). Again CRC projections show it will take two minutes longer to drive the busiest part of the route—from SR-500 in Vancouver to Columbia Boulevard in North Portland—with a new bridge than if there is no new bridge.

P-0741-007 • Comments at Vancouver City Council meetings reveal that this project has little to do with easing commuter congestion and more to do with moving freight and trade along I-5 and in and out of the Port.

P-0741-008 There is no clear funding mechanism for the project:

• Washington State Transportation has stated that Federal funds will be very tight for the project, and that planners should not count on the $750 million they have projected in federal funding.

• Officials have also said state money cannot be counted on and that planners should expect to charge tolls on the bridge, levy tax increases and license fees to help fund the project.

P-0741-009 • It is absurd to ask Vancouver and Clark County residents to pay for any bridge crossing that will not significantly reduce congestion.

P-0741-010 That we need a new crossing configuration over the Columbia River is agreed by almost everyone. Not this bridge replacement, not light rail, not now. We need one that will

P-0741-011 relieve congestion, will help Vancouver and Clark County businesses, that is fiscally

P-0741-012 sound (with Oregon and Washington sharing equally in their portions of the total cost), that will not cost taxpayers more money in taxes or tolls, and that is approved by the will

P-0741-013 and vote of the citizens of Clark County.

Karen Axell
Vancouver Resident

**P-0741-002**

Thank you for your comment. 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.

**P-0741-003**

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. Not only would light rail carry more passengers across the river during the PM peak, it would also result in more people choosing to take transit, faster travel times through the project area, and fewer potential noise impacts 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.

The CRC Task Force, a broad group of stakeholders representative of the range of interests effected by the project (see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) recommended that light rail be selected as the preferred transit mode.

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA, including light rail. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to the completion of the alternative selection process.

**P-0741-004**

Thank you for your comment. 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.

**P-0741-005**

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

**P-0741-006**

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. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led 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.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system.

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.

**P-0741-007**

The project purpose is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River Crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-build alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate travel and

commerce needs in the BIA; and d) improve the Interstate 5 river crossing's structural integrity. See Chapter 1 of the DEIS for more discussion on the development of the project Purpose and Need.

**P-0741-008**
Please see response to comment P-0741-003.

**P-0741-009**
Please see response to comment P-0741-006.

**P-0741-010**
Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

**P-0741-011**
Please see response to comment P-0741-006.

**P-0741-012**
Please see response to comment P-0741-003.

**P-0741-013**
Please see response to comment P-0741-005.