From: jonnieling@hotmail.com
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 9:57:10 PM
Attachments:

Home Zip Code: 97206
Work Zip Code: 97211

Person:
Other - cross it a few times a week

Person commutes in the travel area via:
Bicycle
Bus
Walk

P-0750-001

1. In Support of the following bridge options:
Supplemental 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: No Opinion
Kiggins Bowl Terminus: No Opinion
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

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portland, or 97206

Comments:

P-0750-001

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-0750-002 P-0750-003 P-0750-004 with the potential decrease in car traffic due to high fuel prices, i would like to see mass transit and bike routes take precedence over increased capacity for cars. our money can be better spent in ways that promote progress rather than crowd the city with inefficient vehicles.

P-0750-002

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0750-003

The Purpose and Need is based on extensive analysis of the existing and projected transportation problems in the I-5 CRC corridor, and reflects extensive feedback from the public and stakeholder groups. This includes analysis and input during the CRC study as well as the I-5 Transportation and Trade Partnership Study and Strategic Plan that preceded CRC. The Purpose and Need focuses largely on metrics that do not inherently require substantial, or exclusive, increases in highway capacity. The purpose statement is intentionally worded so as to allow consideration of a wide range of solutions including demand management, transit, highway, tolling, and other options for addressing the stated needs. Following the development of the Purpose and Need statement, analysis of a wide range of alternatives, and input from the

public, agencies and stakeholders on those alternatives and analysis, it became clear that that the Purpose and Need could not be met by any single type of improvement. It is best met by a multimodal alternative that improves highway, transit, and bicycle and pedestrian facilities in the I-5 corridor, and adds tolling to the highway river crossing.

P-0750-004

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.