



From: billstew2@juno.com
To: [Columbia River Crossing](#)
CC:
Subject: DEIS comments
Date: Tuesday, July 01, 2008 12:36:54 PM
Attachments:

P-0774-001 Please excuse the different format but your response page would not open for me today.

This is an afterthought to an earlier comment.

P-0774-002 GROWTH: Why was NO growth component factored into the lane capacity studies by Metro. Such a modeling could factor in such things as depressed usage due to gas prices.

But this bridge is being planned like so many other projects -- for today's traffic even though there should be more volume by the time the bridge is completed. When I lived in Oregon's Washington County, ODOT seemed to be forever rebuilding overpasses on Highway 26, adding one lane at a time when the sheer number of building permits said it was a waste of time and money because more lanes soon would be needed.

Clark County recently announced a major retail node at Interstate 5 and 179th Avenue that could draw customers from Oregon. And several years ago the Portland planners told developer Tom Moyer that his huge Delta Park mixed use community had to wait until I-5 and nearby surface streets were widened as part of the current Delta Park widening, so growth is waiting and should be apparent by the time the bridge is done.

P-0774-003 One solution would be to convert local access lanes to through traffic, but since this project's scope was politically narrowed, it will just worsen the bottleneck to the south.

P-0774-004 A new bridge on another alignment would result in a much better reduction of

P-0774-001

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

P-0774-002

Traffic forecasts reported in the DEIS and used to inform decisions on a locally preferred alternative were derived from state-of-the-art modeling and evaluation conducted by Metro, RTC and the project team, and reviewed by all project sponsor agencies as well as FTA and FHWA. In addition, an independent panel of traffic modeling experts was convened in October 2008 to review the modeling methods and findings. These experts concluded that the project's approach to estimating future travel demand was reasonable and that it relied on accepted practices employed in metropolitan regions throughout the country. The modeling completed for the traffic analysis included the current year, the potential opening year, and the planning horizon of 2035.

P-0774-003

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. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened 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.

P-0774-004 | congestion.

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Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-0774-004

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.