



From: info@mulberryave.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 03, 2008 6:00:38 PM
Attachments:

Home Zip Code: 97214
 Work Zip Code: 97214

Person:
 Other - live near I-5

Person commutes in the travel area via:
 Bicycle
 Car or Truck

- P-0856-001**
1. In Support of the following bridge options:
 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:
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- Comments:
P-0856-002 The time is past for business as usual. Simply expanding freeway capacity in anticipation

P-0856-001

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-0856-002

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.

- P-0856-002** | of projected growth in traffic demand is not the way forward for our region or any other.
- P-0856-003** | I would suggest going back to the drawing board and working on more creative solutions. At a minimum we need more demand management than just variable tolls. Here are some options to start with:
- 1) 24/7 HOV lanes in both directions with off rush hours dedicated to truck use. Perhaps more than one lane in each direction.
 - 2) Auto tolls varying both by time and by number of passengers in car.
 - 3) Light Electric Vehicle lanes. For future slow speed electrically powered traffic. Could be shared with bicycles.
- P-0856-004** | Also, consideration must be given to the effects of I-5 toxic pollution on nearby neighborhoods. It's already at unacceptable levels. Nothing in this proposal will significantly mitigate this. That is environmental injustice and must no longer be tolerated.
- P-0856-005** | The proposal as currently written is just more of the same old tired thinking, no matter how much political compromise went into it. Kill it now and let's take the time to do it right.

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.

P-0856-003

TSM/TDM projects, by themselves, would not solve the many problems identified in the Project purpose and need, including seismic vulnerability, poor bicycle and pedestrian facilities and connections, poor transit mobility, and substandard highway design features. However, the CRC project has considered a variety of TSM/TDM measures to complement the infrastructure improvements. See Chapter 2 of this FEIS for a description of the TSM/TDM measures currently proposed as part of this project.

P-0856-004

Impacts to emissions have been evaluated and were discussed in the DEIS as well as the FEIS. Please see Chapter 3 (Section 3.10) of the FEIS.

P-0856-005

Extensive technical and public review and input has been included in all phases of the CRC project, from developing a purpose and need statement, screening a wide variety of alternatives, and developing a Draft and Final EIS. A supplemental draft is required if changes to alternatives after the draft are substantial and/ or if there are new significant impacts not previously discussed in the draft and/or there are changes in laws or regulations after the draft. The DEIS identified potential mitigation measures for all potentially significant as well as many non-significant impacts, and the FEIS further analyzes and develops mitigation measures and plans to a higher level of detail and refinement. CEQ NEPA regulations (40 CFR 1502.9(c)) do not require agencies to prepare a supplemental draft EIS just because an FEIS includes refined alternatives and additional information. Such changes are typical and expected in the planning process, and are consistent with CEQ and FHWA NEPA regulations. Between publication of the DEIS and FEIS, FTA and FHWA prepared three NEPA re-evaluations and a documented categorical exclusion (DCE) to complete changes in the project since the DEIS. The NEPA re-evaluations addressed the change in the project from: 1) the 17th Street transit alignment, 2) the composite deck truss bridge type, and 3) all other changes in design between the DEIS and the FEIS. The DCE addressed the impacts from the track work on the steel bridge.

Both agencies concluded from these evaluations that these changes and new information would not result in any significant environmental impacts that were not previously considered in the DEIS. For more information, see Appendix O of the FEIS.