

**From:** [stevegoldstein@hotmail.com](mailto:stevegoldstein@hotmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, June 03, 2008 7:47:11 PM  
**Attachments:**

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Home Zip Code: 97045  
 Work Zip Code:

Person:  
 Lives in the project area

Person commutes in the travel area via:  
 Car or Truck



**P-0861-001**

1. In Support of the following bridge options:  
 Replacement Bridge
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland  
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
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 Title: Mr.  
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 Address: 16601 S Archer Dr  
 Oregon City, OR 97045

Comments:

**P-0861-002** | I support building a new bridge with pedestrian, bicycle and mass transit capacities. I

**P-0861-001**

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-0861-002**

A supplemental bridge that only includes improvements for transit and/or bicycles and pedestrians does not meet the CRC project's Purpose and Need. As described in Chapter 1 of the DEIS, the project's Purpose and Need "was developed by relying on previous planning studies, solicitation of public input, and coordination with stakeholder groups."

In addition to calling for improved bicycle, pedestrian and transit connectivity, the Purpose and Need also specifically states the need for

**P-0861-003** can not believe that a \$4.2 billion, twelve lane bridge between stretches of four lane highway is the best use of scarce transportation dollars. Lets adopt a more modest and appropriate design.

improving highway freight mobility, travel safety and traffic operations, and the structural integrity of the existing bridges. These later needs would not be met by a supplemental bridge alternative that only provides for transit and/or bicycles and pedestrians.

### **P-0861-003**

The Columbia River Crossing project is not simply a bridge project. The CRC project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over five miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construction this large and complex project is presented in Chapter 4 of the FEIS, and it is estimated in year of expenditure dollars to account for inflation. The estimated cost to construct this project is could be covered by a variety of sources. State, federal, and local funds collected through tolling are expected to provide approximately equal thirds of the construction costs for the project.

Regarding the number of lanes, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10- and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. On August 9, 2010, PSC made a final recommendation of 10 lanes with full shoulders, with the condition that a bi-state Columbia Crossing Mobility

Council be formed to monitor the performance of the river crossings and advise the state DOTs and transit districts on adapting demand management measures to optimize performance. For more information regarding the number of lanes decision making process, see Chapter 2 of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River. Two of the three directional add/drop lanes will connect Marine Drive/Hayden Island and SR 14/Mill Plain Blvd. The project does not propose to add lanes north or south of the project limits.