



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 10, 2008 12:17:13 PM
Attachments:

Home Zip Code: 97203
 Work Zip Code: 97210

Person:
 Other - North Portland resident, not in project area, but affected by bridge traffic

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

- P-1003-001**
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

Contact Information:
 First Name:
 Last Name:
 Title:
 E-Mail:
 Address:
 ,

Comments:

P-1003-001

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-1003-002** Pierson air park seems to be a holy cow in the discussion of bridge height, design elements, etc. While historic designation exists, that does not mean that the bridge design should end up being something less than inspiring as a gateway between the two states/cities. Pierson can remain, but if flights (what IS the actual count .. 60/day? less?) compromise bridge design, perhaps flight operations should be suspended. I realize that is Pierson's mission, but regional transportation certainly trumps aviation on such a small scale.) To have a signature bridge, such as the Tip O'Neill in Boston, should be high on the priority list. We don't get to make these decisions often, let's get it right.
- P-1003-003** That said, your options do not capture my opinion. Build no extra capacity for passenger transport. Build extra capacity to support light rail, commercial trucking and bike/ped.
- P-1003-004** Toll on I-5 at peak times.

P-1003-002

The protection of Pearson Field, although important from the perspective of historic resource protection, the local economy, the provision of public services, and preferences stated by the City of Vancouver, is not the only factor influencing bridge heights over the Columbia River. Possible intrusions into Portland International Airport airspace, maintenance of marine navigation, construction staging, maintaining I-5 traffic, and constraints imposed by the location and alignment of the river crossing all constrain the ultimate design of the bridge. The upstream river crossing alignment was dropped for further consideration in October 2007. The downstream option has a curved alignment primarily for construction staging purposes, and connecting into existing I-5. The curved alignment limits the feasibility of several different structure types.

Since the publication of the DEIS, the Urban Design Advisory Group (UDAG) met multiple times to discuss the design of the bridges and ultimately endorsed the two-bridge concept in January 2009 and also endorsed the open-web concept in September of 2009. The Project Sponsors Council endorsed a two-bridge option in June of 2009, and also endorsed the Pedestrian and Bicycle Advisory Committee recommendations for a covered pathway with the conditions of the maintenance and security plan in September of 2009. Then in February 2011, the CRC Bridge Review Panel recommended that the project discontinue work on the open-web concept and instead select either a composite deck truss, tied arch or cable-stayed bridge type. Following additional analysis and outreach, the governors, in April 2011, announced selection of the composite deck truss as the preferred bridge type. For a more detailed description of the limitations and opportunities that influenced the bridge type selection process, please see Technical Screening Study Final Report December 2008, Aesthetic Screening Study Final Report March 2009, Final Type Study Report October 2009, CRC Project Bridge Review Panel Report, February 2011, CRC: Key Findings and Recommendation Related to Bridge Type, February 2011

and the memo from the governors offices – Moving Forward; CRC Background, Bridge-type Major Factors, Next Steps, April 2011. Much of this information is also summarized in Chapter 2 of the FEIS.

P-1003-003

The evaluation of the five alternatives in the DEIS was preceded by an extensive evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. These options were evaluated for whether and how they met the project's Purpose and Need, and the findings were reviewed by project sponsors, the public, agencies, and other stakeholders. Alternatives that included only TDM/TSM strategies, or provided only transit improvements, would provide benefits, but could only address a very limited portion of the project's purpose and need. This extensive analysis found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5) compared to the toll and transit service levels included in Alternatives 2 and 3. The additional service and higher toll provided only marginal reductions in I-5 vehicle volumes, and they came primarily at the cost of greater traffic diversion

to I-205. This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed considerably better on a broad set of criteria.

P-1003-004

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's purpose and need. The ultimate decision on any tolling options must be made by both the Washington and Oregon Transportation Commissions, though it is assumed that a toll will be included as part of the project.