



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, June 11, 2008 11:28:02 PM  
**Attachments:**

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Home Zip Code: 97211  
 Work Zip Code:

Person:  
 Lives in the project area

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

- P-1103-001**
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: tony  
 Last Name: chiotti  
 Title:  
 E-Mail:  
 Address: 4329 NE 7th  
 Portland, or 97211

Comments:

- P-1103-002** | I travel on I5 on trips to Seattle/Bellingham via car, but mainly I travel over it to get to

### P-1103-001

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-1103-002

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians

- P-1103-002** Vancouver to shop and meet friends there. It's a straight shot via bicycle, but the connections and lanes are so hairy to get there, I usually end up taking a bus or just not going at all. Biking across that bridge is a giant pain! I support a toll bridge, regardless of whether it's new construction or not. I'm a bit sick of the tax-dodgers from the 'couv blocking more efficient means of transport, just because they don't want to pay their share. Their traffic blocks my neighborhood up every day of the week.
- P-1103-003**
- P-1103-004**

and bicyclists on the river crossing

- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

#### **P-1103-003**

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. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

#### **P-1103-004**

The project would change some circulation patterns on local streets, but in general, by reducing congestion on I-5, and improving travel time reliability on the highway, traffic will be less likely to divert onto local streets. Therefore the project is expected to reduce cut-through traffic on neighborhood streets and potentially increase livability in neighborhoods adjacent to the I-5 improvements of CRC. This, and other effects on local streets, are described in Chapter 3 (Section 3.1) of the DEIS and FEIS. CRC is not intended to fix bottlenecks on I-5 south of the project area, such as the I-5/I-405 split. However, CRC would not exacerbate

congestion at these locations because it would not increase the traffic volume traveling through this portion of the corridor. As discussed in the DEIS and FEIS (Section 3.1), this project would not increase daily traffic levels due to the toll moderating demand and the introduction of light rail increasing transit mode share. For additional information on impacts to Neighborhoods and Environmental Justice communities, please see Chapter 3 (Section 3.5) of the FEIS.