From: Tonia Rhine
To: Draft EIS Feedback;
CC:
Subject: Comments
Date: Monday, June 23, 2008 10:35:24 AM
Attachments: image001.jpg
image002.jpg
image003.gif

P-1177-001

- Transportation is critical to our future to improve the business climate, create jobs and generate tax revenues.
- The existing I-5 bridges are not safe.
- The Columbia River Crossing Project is a smart transportation and quality of life decision that will benefit both sides of the river as our region grows.
- A replacement bridge will provide safer travel, more commuter choice, better freight mobility and an opportunity to crete a sustainable, visual signature that models the environmental ethics of our region.
- Interstate 5 is a critical trade corridor and has been designated by the US Department of Transportation as one of six "Corridors of the Future" recognizing its critical importance in the transportation network and to the US economy.

P-1177-002

- The forecast for freight volumes moving in and out of the Portland/Vancouver region are expected to double in 30 years.
- The interstate system provides overnight access for many products moving to national markets up and down the West Coast and the deep draft ports on the Columbia river provide the connection to the international markets.
- This project proposes a solution for one of the most congested segments of our nation's highway system.

P-1177-003

- A replacement bridge will improve navigation for marine traffic on the Columbia River as well as eliminate the need for bridge lifts.
- Our economy will suffer without a strong transportation system that has the capacity to move people and goods quickly and efficiently.
- Congestion in the Portland/Vancouver area is pushing distribution centers out of the region and leading to the loss of family-wage jobs.
- Failure to invest adequately in transportation improvements will result in a potential business loss of 6,500 jobs and $844 million annually by 2025.
- Today6, congestion, a lack of highway capacity and other problems in the K-5 Bridge influence area causes an estimated 64,000 hours of delay for trucks each year, imposing significant additional costs on businesses, and ranking the Interstate Bridge as one of the worst impediments to freight mobility in the US.

P-1177-004

P-1177-005

- The existing bridges were not designed to carry today's traffic let alone tomorrow's. Nor could they withstand a major seismic event. The current bridges have no safety lances and more accidents occur within this five mile stretch than another section of I-5. Crash rates are two to four times higher than on similar facilities.
- Trade and freight movement is an important part of this region's economy and should be considered positive assets for our region because they facilitate job development and retention.
- Done right, major transportation investments like light rail lines and bridges don't just move people and goods, they help build community.

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P-1177-001

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

P-1177-002

The ability to move freight efficiently in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group (FWG), comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met 22 times throughout the DEIS and FEIS development process to advise and inform the Columbia River Crossing project team about freight issues. The group provided insight, observation, and recommendation about the needs for truck access and mobility within the corridor; characterized the horizontal and vertical clearances, acceleration/deceleration, and stopping performance needs of trucks that must be accommodated; and provided meaningful comments on the effect of geometric, regulatory, and capacity changes on truck movements in the corridor. See Chapter 3 (Section 3.1) of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

P-1177-003

The selected locally preferred alternative (LPA) will include a replacement bridge.

P-1177-004

Please see response to comment P-1177-002.

P-1177-005

Preferences for specific alternatives or options, as expressed in

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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.