

Columbia River
CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: OCT 12, 2011

COMMENTS:

Provide A DIRECT OFF-STREET, Grade SEPARATED CONNECTION BETWEEN
THE EXISTING LAND BRIDGE OVER SR 14 AND THE CRC BIKE PATH.

Consider Extending The OFF-STREET PATH THROUGH DELTA PARK
SO BIKES WON'T HAVE TO USE THE STREET ROADWAY

EXTEND THE CARPOOL LANES NORTH TO SR 500 AND SB FROM
SR 520 TO I-405

P-006-001

P-006-002

PLACE COMPLETED FORM IN
 BOX OR TO A STAFF MEMBER.
 so may be mailed:

River Crossing
 ington St., Suite 300
 r WA 98660

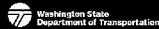
@columbiarivercrossing.org

2726 or 503-256-2726

mbiaRiverCrossing.org

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P-006-001

Thank you for your comment. The LPA's current design was developed to enhance the biking experience through the project area. Specifically, project staff and advisory committee members focused on the connections between downtown Vancouver and Delta Park, and identified numerous ways to improve the network.

There will be a nearly continuous, off-street connection between the Vancouver National Historic Reserve and the bridges. The Land Bridge crosses over SR 14, and lands in Apple Tree Park. This Park will be directly connected to Main Street. Both Main Street and Columbia Way will lead to the access points with the new bridge.

The project does not include changes to Delta Park's bikeway, but does improve connections in this area. Not only will the project connect better to Delta Park, it will also connect the Marine Drive and Bridgeton Trails to the network.

P-006-002

High occupancy vehicle (HOV) lanes work when they are part of a network, and could potentially be a useful tool in the CRC area if employed as part of a regional plan. The 5-mile CRC project by itself is too short in length to provide the true benefits of HOV lanes, but should the region adopt and develop a HOV system, lanes within the bridge influence area could potentially be designated as part of the network.

The CRC project team has looked at HOV lanes and freight lanes, which are typically located on the inside freeway lane next to the barrier, as part of its technical analysis. Because about 70 percent of the vehicles enter and/or exit I-5 within the 5-mile study area, access to and from a HOV lane or freight lane could create traffic operational problems by increasing lane changes (for example, HOVs entering the freeway and

needing to merge all the way to the inside lane). The results of this analysis are described in more detail in Section 3.1 of the DEIS.