


From: [Cathy Hibbard](#) 
 To: [Draft EIS Feedback;](#)
 CC:
 Subject: *** Detected as Spam ***
 Date: Wednesday, May 07, 2008 7:32:00 PM
 Attachments:

P-0092-001 My opinion will make no difference in the outcome of the proposed bridge, yet I am compelled to give it anyway. Nor will this e-mail be answered or read, but I will send it anyway.
 I am a everyday commuter, headed into my born and raised Portland. I work there, as well as tend to the needs of my precious Mother after my fathers death.

P-0092-002 I am curious as to why the money/change hungry people proposing this bridge, think it will help or change our commutes. The merging from entrances to the freeway are the only stopping points on my commute. How will a new bridge stop the 4th Plain or Mill Plain area? How will a new bridge stop the Hwy 14 area? How will a new bridge stop the downtown Vancouver area by Smith Tower? How will a new bridge stop the Marine drive area? How will a new bridge stop the Delta Park area? How will a new bridge stop the Portland Blvd area? How will a new bridge stop the Fremont Bridge area? How will a new bridge stop the Broadway area, the I84 area, the Oregon city, OHSU? Do you honestly believe that stopping traffic at the bridge for money to pay for the bridge will stop the problem? How many people do you think will elect to go accross the Sam Jackson instead? How many people will elect to move or change their jobs instead? The only people that will benefit from the change will be the business people or those in Government....as usual!

P-0092-003 The little guy will be pushed aside once more. And once you are done making our lives miserable with construction and tole in ten years, how many more people will have moved into the area in that time period? It will never change. The more years that pass, the more people will live here, and the traffic will be the same as it is now. I can barely afford to commute now because of gas prices. And no, I will not nor could benefit to use the light rail. I travel to 2-3 different areas through the day. I have taken a "what if" trip by bus. I would have to leave my home at 4am to get to Beaverton to tend my Mom, then back to downtown, then to the west hills, then to south east.

P-0092-004

P-0092-005

P-0092-006

P-0092-007

P-0092-008 Your bridge is not in my best interest, nor is it in the best interest of a lot, if not majority of Washington residences. Which, by the way, are the ones that will be directly affected by YOUR bridge. Unfortunately the everyday voice is not as loud as the Business/ Government/ Transit/ or investors voices.
 Sincerely,
 Cathy E. Hibbard

P-0092-001

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

P-0092-002

The interchanges within the CRC project area that you mention in your letter, which currently experience long delays and back-ups, will operate more effectively with the LPA. Please refer to Chapter 3 (Section 3.1) of the FEIS for additional information about the performance of the LPA.

P-0092-003

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional

Windows Live SkyDrive lets you share files with faraway friends. [Start sharing.](#)

transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-0092-004

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the

Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

P-0092-005

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205 although most trips would remain on I-5. However, under existing conditions, trips already divert to I-205 and would continue to do so under No-Build because of the unreliability of, and congestion in, the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. The net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project than without it.

With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for the approval to toll a facility. The project sponsors are not proposing to toll the I-205 crossing as part of the CRC project. It is possible that a toll could be placed on the I-205 crossing in the future separate from the CRC project. Section 3.1 of the DEIS and FEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

In addition, tolling prior to or during construction can be used to manage demand and begin collecting the revenue. This is not currently proposed but could be implemented if approved.

P-0092-006

The economic analysis indicates that job growth in Vancouver and at the Port of Vancouver will benefit from the project. The construction of the project itself will also provide jobs to workers in Clark County. Vancouver, Clark County, the Columbia River Economic Development

Council, and other organizations work together to increase the jobs to population ratio in Clark County.

P-0092-007

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and seven interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

P-0092-008

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0092-009

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on

the process used to develop project alternatives and select a Locally Preferred Alternative.