

From: macallisterm@katewwdb.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, May 09, 2008 9:41:08 AM
Attachments:



Home Zip Code: 97006
 Work Zip Code: 97210

Person:
 Commutes through the project area

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

- P-0117-001**
1. In Support of the following bridge options:
 Replacement 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: Yes
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

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Comments:

P-0117-001

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-0117-002** DOES IT HAVE TO BE A BRIDGE? IS THE FINAL DRAFTS ALREADY DONE? I WAS THINKING A TUNNEL. TWO TUNNELS WITH THREE LANES GOING IN BOTH DIRECTIONS. ONE TUNNEL WITH A MAX LANE GOING BOTH DIRECTIONS. ONE LAST TUNNEL WITH AN HOV LANE OPEN TO NORTHBOUND TRAFFIC IN THE EVENING AND SOUTHBOUND TRAFFIC IN THE AFTERNOON. IF I AM TOO LATE THEN PLEASE ALLOW MY ANSWERS BELOW TO HELP. THE TUNNELS COULD START ABOUT DELTA PARK AND END AROUND MILL PLAIN. TRAFFIC TO JANTZEN BEACH FROM PORTLAND COULD USE THE SAME ROADS IN PLACE NOW. ONE PROBLEM WITH THE EXISTING BRIDGE SYSTEM IS THAT IF A ACCIDENT SHUTS IT DOWN IT DOWN WITH NO TRAFFIC MOVING BUT THE HOV LANE COULD LET SOME TRAFFIC THROUGH. JUST A THOUGHT.
- P-0117-003**

P-0117-002

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

P-0117-003

Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC projects purpose and need. As described in Chapter 3 (page 3-50) of the DEIS, the replacement bridge and highway alignment, which was chosen as part of the LPA, includes a range of safety and design improvements. Some of those improvements include:

- A new bridge structures high enough for marine traffic, which eliminates the need for a lift span
- The addition of safety shoulders for stalled vehicles and incident responders
- Improved sight lines so drivers can see over the crest of the bridge, reducing the potential for rear-end collisions during congested periods
- Longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges

- Reducing congestion over the bridge compared to No-Build, by improving traffic operations, providing light rail and charging a toll to cross the river

Additional potential safety measures, such as eliminating interchanges or reducing posted speeds, were considered during earlier phases of the CRC project but were dropped for further consideration because they did not meet the accessibility goals of the project, did not meet highway design standards, and/or were not supported by the local jurisdictions.