

**From:** [diogodenczuk@hotmail.com](mailto:diogodenczuk@hotmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, May 13, 2008 3:33:55 PM  
**Attachments:**



Home Zip Code: 97202  
 Work Zip Code: 97035

Person:  
 Other - Live in the same planet as the project area.

Person commutes in the travel area via:

- P-0139-001**
1. In Support of the following bridge options:  
None
  2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland  
 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: Diogo  
 Last Name: Denczuk  
 Title:  
 E-Mail: [diogodenczuk@hotmail.com](mailto:diogodenczuk@hotmail.com)  
 Address: 8403 SE 7th Ave  
 Portland, OR 97202

- P-0139-002**
- Comments:  
 Giving the deadly consequences of Global Warming, any project involving transportation affects every single person in this planet, as well as those who weren't born yet: the future

### **P-0139-001**

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-0139-002**

Project analysis indicates that the LPA would reduce GHG emissions compared to No-Build. Also, please see response to comment P-0053-002.

- P-0139-002** | generations.  
Having said that, I believe that the CRC project must be implemented in such a way that it does not create better conditions for driving with private cars - better driving infrastructure means an increase of Global Warming deadly threats.
- P-0139-003** | I believe its good that traffic congestion is bad, but I'm not indifferent to the problems faced by those who must commute through the area. Therefore, I support a Public Transportation project that does not reduce traffic congestion - perhaps a rapid transit alternative that will take over some of the existing lanes. This would benefit those who choose to shift to a more sustainable mode of transportation (public transportation) but not those that insist in driving their own cars. Any project or public policy that rewards private driving is absolutely irresponsible, not to say unethical and utterly immoral.
- P-0139-004** | If the alternative I suggest is not feasible - I support doing nothing.
- P-0139-005** | I must add that my opinion would not be any different if I lived or worked in the project area, seeing that, in a warming world, the entire planet could be considered within this project area.

**P-0139-003**

The evaluation of the five alternatives in the DEIS was preceded by an extensive evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. These options were evaluated for whether and how they met the project's Purpose and Need, and the findings were reviewed by project sponsors, the public, agencies, and other stakeholders. Alternatives that included only TDM/TSM strategies, or provided only transit improvements, would provide benefits, but could only address a very limited portion of the project's purpose and need. This extensive analysis found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5) compared to the toll and transit service levels included in Alternatives 2 and 3. The additional service and higher toll provided only marginal reductions in I-5 vehicle volumes, and they came primarily at the cost of greater traffic diversion to I-205. This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed considerably better on a broad set of criteria.

**P-0139-004**

Thank you for your comment. 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.

**P-0139-005**

Thank you for commenting on the Draft EIS. Comments are fully considered regardless of the commenter's relationship to the project area.