



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 26, 2008 12:05:24 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 98661

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck

- P-0200-001**
1. In Support of the following bridge options:
 Supplemental Bridge
 2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit 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:
 Last Name:
 Title:
 E-Mail:
 Address:
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- P-0200-002**
- Comments:
 Considering the driving time being saved during a commute will be a mere 3 minutes at best, this entire project is a waste of taxpayer's money.

P-0200-001

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-0200-002

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. Currently, 135,000 vehicles cross the Columbia River on the Interstate Bridge which leads 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.

- P-0200-003** | "We the people" have a right to VOTE on this issue!
It sounds as if light rail from Portland to Vancouver is a forgone conclusion because the powers that be want it that way. Again, "we the people" have a right to vote on whether or NOT we want light rail!
- P-0200-004** | Where is the money for this coming from? To assume the citizens are willing to be tolled for using the bridge is out of line--those who will be forced to pay to commute to work will carry the burden especially if the toll is increased during peak hours! I have crossed many toll bridges and not one of them had a sliding scale linked to high traffic commute times. That is a disgrace--price gouging and extortion is what it is called.
- P-0200-005** |
- P-0200-006** | Put your ducks in a row where the financing is concerned, then move forward.
- P-0200-007** | Putting a light rail train line down Main street or any of the City of Vancouvers main roads will destroy the values and esthics of our neighborhoods and community!
- P-0200-008** | The ineptitude of those working on this project is mindboggling!!

P-0200-003

There will not be a public vote on construction of the various CRC elements. However, the CRC project is a public transit, highway and bridge project. As a public project, it must be approved and funded by either direct public votes or by the decisions of elected officials who are themselves directly elected by voters. Voting aside, numerous surveys have shown strong support for light rail in Vancouver. These include the Public Opinion Poll, and Focus Groups of October 2006 (facilitated by Davis, Hibbits, & Midghall Opinion Research Firm), and a phone survey conducted by Intercept Research Corp in 2007, and reported in the Columbian on August of the same year. In the 2006 poll, 50% of Clark County residents preferred extending light rail into Vancouver to other transit expansion options or doing nothing, while the 2007 survey found that nearly two out of three Vancouver residents supported extending light rail.

P-0200-004

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

P-0200-005

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.

P-0200-006

As discussed above, a financing plan is included in the FEIS.

P-0200-007

The American Public Transportation Association (APTA) estimates that each dollar invested in public transportation generates \$4 - 9 in local economic activity. Every \$10 million in capital investment generally produces a \$32 million increase in business sales (APTA 2007). These figures indicate that economic development opportunities have, and will continue to arise from investment in transit. Case studies of transit projects in the United States reveal that transit may increase both residential and commercial property values and attract transit-oriented development (TOD). Increased pedestrian activity near transit stations can also improve economic vitality within transit corridors. A discussion of TOD can be found in Chapter 3 (Section 3.4) of the DEIS and in the Chapter 3 (Section 3.4) in the FEIS.

The DEIS and FEIS identify the potential for TOD around the new light rail stations on Hayden Island and in downtown Vancouver. This development is often pedestrian friendly, compact, and mixed-use, and

could change the type and character of retail businesses in these areas to serve this change in urban character.

P-0200-008

Comment noted.