



From: tompaulu@iinet.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, June 28, 2008 10:20:09 AM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98632

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck

- P-0441-001**
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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Tom
 Last Name: Paulu
 Title:
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 Address: 600 W. 38th St.
 Vancouver, WA 98660

- P-0441-002**
- Comments:
 We support building an entire new bridge rather than fixing up the old ones. It doesn't make sense to reinforce such old structures.

P-0441-001

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-0441-002

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-0441-003** | However, we don't think a new bridge design should be hampered by the proximity of Pearson airport. It would be OK with us if the airport were converted to recreational space but if not the pilots can cope with a new bridge as tall as the existing one.
- P-0441-004** | We support extending light rail into Vancouver. It doesn't make sense to build a fancy bus system if riders would have to transfer to light rail at the Expo Center.
- However, we strongly oppose extending light rail up Main Street and building a big, ugly parking ramp near 39th Street.
- We live in the Lincoln neighborhood, which has nice homes. We don't want to increase traffic congestion with light rail and commuters getting onto it. Why mess up a nice, residential neighborhood with light rail when it can go elsewhere? Main Street has a nice feel that would be totally chopped up by light rail
- Downtown Vancouver is already much more densely developed, and few people live near Clark College. If there is light rail, it should go either to the Mill Plain terminus or Clark College. At either location, a parking ramp would be less at odds with the neighborhood.
- We would use light rail seldom if ever. My wife works in Vancouver and I drive to Longview. We drive to Portland on weekends. I doubt we'd spend the extra time to take light rail -- yes, it will be faster to drive. Already, we can drive to Portland in 15 minutes on weekends. The time should be reduced with more lanes on a new bridge.
- Another reason for a Clark College terminus is saving no less than \$395 million, according to figures I saw in the Columbian which were attributed to the CRC.
- P-0441-005** | Thanks for this opportunity to comment.

Tom Paulu and Cindy Williams
600 W. 38th St.
tompaulu@iinet.com

P-0441-003

The protection of Pearson Field, although important from the perspective of historic resource protection, the local economy, the provision of public services, and preferences stated by the City of Vancouver, is not the only factor influencing bridge heights over the Columbia River. Possible intrusions into Portland International Airport airspace, maintenance of marine navigation, construction staging, maintaining I-5 traffic, and constraints imposed by the location and alignment of the river crossing all constrain the ultimate design of the bridge. The upstream river crossing alignment was dropped for further consideration in October 2007. The downstream option has a curved alignment primarily for construction staging purposes, and connecting into existing I-5. The curved alignment limits the feasibility of several different structure types.

Since the publication of the DEIS, the Urban Design Advisory Group (UDAG) met multiple times to discuss the design of the bridges and ultimately endorsed the two-bridge concept in January 2009 and also endorsed the open-web concept in September of 2009. The Project Sponsors Council endorsed a two-bridge option in June of 2009, and also endorsed the Pedestrian and Bicycle Advisory Committee recommendations for a covered pathway with the conditions of the maintenance and security plan in September of 2009. Then in February 2011, the CRC Bridge Review Panel recommended that the project discontinue work on the open-web concept and instead select either a composite deck truss, tied arch or cable-stayed bridge type. Following additional analysis and outreach, the governors, in April 2011, announced selection of the composite deck truss as the preferred bridge type. For a more detailed description of the limitations and opportunities that influenced the bridge type selection process, please see Technical Screening Study Final Report December 2008, Aesthetic Screening Study Final Report March 2009, Final Type Study Report October 2009, CRC Project Bridge Review Panel Report, February 2011, CRC: Key Findings and Recommendation Related to Bridge Type, February 2011

and the memo from the governors offices – Moving Forward; CRC Background, Bridge-type Major Factors, Next Steps, April 2011. Much of this information is also summarized in Chapter 2 of the FEIS.

P-0441-004

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0441-005

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