



From: schollmcshea@aol.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 5:25:38 PM
Attachments:

Home Zip Code: 97219

Work Zip Code:

Person:

Other -

Person commutes in the travel area via:

Car or Truck

P-0484-001

1. In Support of the following bridge options:
 Replacement Bridge
 Supplemental Bridge
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: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Margaret

Last Name: McShea

Title:

E-Mail: schollmcshea@aol.com

Address:

Portland, OR 97219

Comments:

P-0484-001

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-0484-002** Hi, to whomever gets to compile all this info!
- I'm 40,married, college educated, employed, and liberal, as is my husband. We make all our money working for non-profits, so don't take home a lot of money. We are also musicians with the Vancouver Symphony, so one week a month, we fight the traffic to northern Vancouver at rush hour.
- Please- No toll roads!!!! We'd have to quit playing in the group, as would many of the poor Oregon musicians that need that VSO money to make ends meet. We car pool as it is, but the car pool lane ends too early to make a real difference.
- P-0484-003** Why not extend carpool hours to 730pm? North and add a southbound. That would really change habits, as most people can't take advantage of the lane as it ends too soon.
- P-0484-004** I'd take light rail to Vancouver if it went far enough North.
- P-0484-005** Plus- there are seven bridges across the Willamette connecting the halves of Portland. I think it's really silly and unrealistic to expect to connect two giant cities over a river with just two bridges. It's a guaranteed bottleneck. More bridges, more lanes.
- P-0484-006** Vancouver will keep growing, because it has tax incentives for business and family. We Oregonians need to treat Vancouver as a sister city and not as a suburb. Don't be patronising- they are doing a lot right over there.
- P-0484-007** Greenies should go national and get interstate trucking mandated down; use freight trains for interstate and clear the roads for passenger vehicles. That would cut down emissions more than making us sit for an hour and a half on a stretch of road that could be driven in 15 minutes.
- P-0484-008** To recap- yes bridges, yes more lanes, yes carpool, yes more carpool lanes,yes longer hours for carpool lanes, yes light rail, yes trains- NO tollroads, NO interstate trucking.
- Thanks for taking our lives and livelihood into account.
- P-0484-009** PS- your spam filter won't take my aol account email. That isn't going to help you get feedback!

P-0484-002

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

P-0484-003

The CRC project does not include HOV lanes inside its five-mile project area. The CRC project team looked at HOV lanes and freight lanes, which are typically located on the inside freeway lane next to the barrier, as part of its technical analysis. Because about 70 percent of the vehicles enter and/or exit I-5 within the five-mile study area, access to and from a HOV lane or freight lane could create traffic operational problems by increasing lane changes (for example, HOVs entering the freeway and needing to merge all the way to the inside lane). The results of this analysis is described in more detail in section 3.1 of the DEIS.Regarding the existing HOV lanes located outside the project area, the CRC project does not propose any changes. These HOV lanes might effectively link to HOV lanes in the CRC area in the future, if employed as part of a larger regional plan. Should the region adopt and develop a

larger HOV system, lanes within the bridge influence area could potentially be striped as part of that network.

P-0484-004

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-0484-005

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 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. It is anticipated there will be future projects aimed at fixing problem areas along I-5.

P-0484-006

The City of Vancouver progressively plans its urban area taking into account increased densities, light rail transit, environmental protections

and much more. The planning policy in Vancouver and the Washington State Growth Management Act provide a planning structure very similar to that in Oregon.

P-0484-007

According to the Feasibility of Diverting Truck Freight to Rail in the Columbia River Corridor Technical Memorandum produced by CRC project staff in April 2006, trains cannot move smaller loads as cost-effectively as trucks and may even be more costly for shipping distances under 500 miles. This is a key point, as the average trip distance by truck in the Portland/Vancouver region is 199 miles. While there are certainly some commodities that could shift from truck to rail in the region, it is probably a very minimal amount, probably not part of a consistent and regular shipment schedule, and would not significantly ease congestion along I-5 in the project area.

Additionally, the Vancouver-Portland region is the "last mile" for 85 percent of the freight traveling in the region. That is, goods are produced, assembled, and/or delivered within the region, and the overwhelming majority of the local shippers and customers are not located on a rail spur or within a rail/intermodal terminal. Even if there was a targeted effort to use railroads more frequently, the goods would need to travel by truck on regional roads and freeways to arrive at rail terminals. In fact, most of the goods produced or received from the rail system must drive those goods by truck to or from the rail lines; and, increased rail service would likely lead to greater use of trucks for this very reason.

P-0484-008

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-0484-009

Thank you for your email. Email is an important tool to help gather public comment. To ensure comments sent to the project are not overlooked, the previously-used spam filter has been removed and now each email is reviewed individually for relevance to the project. Prior to removal of the automatic filter, all emails received that were identified as spam were placed in a folder. Each email in the spam folder was reviewed by CRC staff for relevance to the project.