

From: anthea.fallen-bailey@navteq.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 1:47:21 PM
Attachments:

Home Zip Code: 98661
 Work Zip Code: 97203

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-0520-001

1. In Support of the following bridge options:
 Replacement Bridge
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 No Opinion
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: Unsure

Contact Information:
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 Title: Ms.
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 Address:
 ,

P-0520-002

Comments:
 Over the year that I have been commuting from home in Vancouver to St. John's in

P-0520-001

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-0520-002

Thank you for your comment. Improving safety and mobility of cars and freight using the bridge and highway is a part of the CRC project's Purpose and Need. As described in Chapter 3 (Section 3.1) of the FEIS, 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 may make motorists more comfortable traveling the posted speed limit, including:

- P-0520-002** Portland for work, I have noticed these two major drags on traffic flow in this area:
- 1) some drivers slow down considerably when driving through the I-5 bridge itself, frequently leaving ten-car gaps between vehicles, which causes unnecessary traffic jams behind them. I suspect that this is either because the bridge structure makes nervous drivers feel that the lanes are narrower, or that the lanes are narrower (they seem the same to me). In comparison, traffic flow over I-205 rarely has this ten-car gap behavior.
- P-0520-003** 2) Driving southbound over the I-5 bridge, a MAJOR, MAJOR congestion is caused by the shrinkage of the number of lanes from three to two just past the exit for Interstate Ave. This is my primary point (and complaint). If the crucial bottleneck is NOT addressed in any of the proposed plans, then you are wasting our money. It makes no sense to add more lanes to cross the I-5 bridge if the increased number of lanes does not continue further south from the bridge, possibly as far as the exit for 405.
- I cannot tell from the online documents whether this two-lane bottleneck is addressed. If not, PLEASE do so.
- P-0520-004** As for public transit... I would be happy to use public transport to go from home to work, but the current lines do not serve me at all (I travel from Mill Plain/Grand to St. John's Bridge area). The Portland public transit system is geared to bring people into and out of the city centres, but not ACROSS the city. Any chance of this being changed?
- Thank you for reading this.

- 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

P-0520-003

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

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. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-0520-004

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.