



**From:** [m604b47@yahoo.com](mailto:m604b47@yahoo.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 9:46:06 AM  
**Attachments:**

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Home Zip Code: 97219  
 Work Zip Code: 97232

Person:  
 Other - Drive through to visit clients

Person commutes in the travel area via:  
 Car or Truck

- P-0549-001**
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 Opinion  
 Kiggins Bowl Terminus: No Opinion  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

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- P-0549-002**
- Comments:  
 I am very frustrated with the option put forward by the 3 councilors to simply charge a toll on the current bridge to "discourage traffic." This shows such a lack of big picture

### **P-0549-001**

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-0549-002**

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**P-0549-002**

thinking it is appalling! First off, do they think anyone is driving over the bridge during rush hour on a pleasure cruise? Don't they get that the only people who are crossing the bridge at those times are either 1) Commercial trucks, 2) commuters who have a financial reason to go to work or get home or 3) hapless travelers who just happened to hit the bridge at the wrong time.

What part of "worst bottleneck on the West Coast" don't they get? If they have ever been stuck in traffic on the bridge (which I doubt) they would see that every third vehicle is a commercial big rig hauling goods. The backbone of our economy is the trucking industry, as we must have the ability to haul goods to consumers. We need to fix this bottleneck if for no other reason than to free up the trucking routes. Plus, have they not noticed that our population has grown? We need visionary thinkers who can see and plan for the continued growth, as people are not going to stop coming here. The idea of using a toll to "discourage traffic" shows a complete lack of sense. Should we have discouraged traffic when we built our interstate highway system? This is a part of that network and one that is now not working very well. It is time to move forward and

**P-0549-003**

prepare for the growth ahead. Use HOV lanes, truck lanes, land use planning for areas around off ramps, but for heavens sake, let's build a new bridge and break the gridlock!

**P-0549-003**

High occupancy vehicle (HOV) lanes work when they are part of a network, and could potentially be a useful tool in the CRC area if employed as part of a regional plan. The 5-mile CRC project by itself is too short in length to provide the true benefits of HOV lanes, but should the region adopt and develop a HOV system, lanes within the bridge influence area could potentially be designated as part of the network.

The CRC project team has 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 5-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 are described in more detail in Section 3.1 of the DEIS.