



**From:** [Tiffini1@comcast.net](mailto:Tiffini1@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 7:12:33 PM  
**Attachments:**

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Home Zip Code: 98661  
 Work Zip Code: 98661

Person:

Commutes through the project area  
 Other - Bike regularly across bridge

Person commutes in the travel area via:

Bicycle  
 Car or Truck

**P-0561-001**

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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:

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 Title:  
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 Vancouver, WA 98661

Comments:

**P-0561-001**

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-0561-002** My daily commute does not require my travel across the bridge but I do commute for clients located in Portland. More commonly I am traveling for personal business or bicycling across the bridge for recreation or commuting. The current bike lanes are narrow, not easily found and while there are lanes on both sides of the bridge there is no direction on how to use the lanes-- e.g. there should be signs directing traffic to travel on the side of the bridge with traffic flow in the same direction.
- P-0561-003**
- P-0561-004** When I am traveling by car across the bridge the congestion and merging are basically inefficient as there are many merging on/off ramps in a short distance. I really think if we are going to spend the money we need to do this right and replace the structure with a new one that will meet all (or most) of the needs and accommodate mass transit-- my preference is the light rail as it is more cost effective in the long run and does not have to navigate with standard traffic and is (in my perception) faster/more direct. With growing populations and issues with global warming and pollution we need to make commuting between Vancouver and Portland convenient so people will actually use it.
- P-0561-005** currently express routes do not run often enough or extend into typical working hours thus requiring 1-3 transfers to get to OHSU or other downtown Portland locations.
- P-0561-006**
- P-0561-007** If bike lanes were available between Vancouver and Portland I would be much more inclined to commute into Portland via bike rather than driving a car. I highly support extending the bike lanes/trails beyond just Hayden Island but from SR 500 to North Portland (or better yet downtown!)

**P-0561-002**

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

**P-0561-003**

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing a new multi-use pathway over the Columbia River that is between 16 and 20 feet in width and is well separated from vehicular traffic.

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

**P-0561-004**

The interchanges in the CRC project area are closely spaced. While the LPA does not include the elimination of any interchanges, project improvements will provide longer on-ramps and off-ramps to make it easier for drivers to merge onto traffic, and improve connections between interchanges.

**P-0561-005**

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-0561-006**

The LPA includes extending light rail into Vancouver and connection into the current MAX system, which would allow for travel into downtown Portland without a transfer. Travel times vary by time of day, direction of travel and travel mode. Travel times improve for transit in the LPA compared to the 2030 No-Build Alternative. More specifically, the LPA:

- Improves transit travel times region-wide,
- Improves transit travel times relative to automobile travel times, and
- Improves reliability of transit travel times.

The in-vehicle and total transit travel times for all of the origin and destination pairs that were studied would improve with the LPA, compared to the 2030 No-Build Alternative, with savings ranging from 3 to 24 minutes in the southbound direction during the morning peak period. For example, with the LPA a transit trip between Downtown Vancouver and Hayden Island would save a total of 3 minutes, while a trip between Clark College and Pioneer Square would save 24 minutes. During the afternoon/evening peak period in the northbound direction, travel time savings would range from 5 to 28 minutes. For example, a transit trip between Hayden Island and Vancouver would save an estimated 5 minutes, while a trip between Pioneer Square and Clark College would save 28 minutes (dropping from 72 minutes with the No Build Alternative to 44 minutes with the LPA). Transit reliability between major origins and destinations is higher due to the availability of light rail that travels in an exclusive guideway.

For more information, please see Chapter 3 (Section 3.1) of the FEIS.

**P-0561-007**

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new multi-use pathway over the Columbia River,
- Protections from traffic noise and debris for pedestrians and bicyclists on the river crossing,
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit, and
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The final design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

While we appreciate your comments on improving bicycle trails south of Hayden Island and into downtown, this is outside the scope of the CRC project.