



**From:** [shacri@comcast.net](mailto:shacri@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, May 29, 2008 5:13:37 PM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code:

Person:  
 Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Bus  
 Car or Truck  
 Other - light rail at Vanport

**P-0688-001**

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

Contact Information:  
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 Last Name: Tocci  
 Title: Mrs  
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 Address: 413 N Hayden Bay Drive  
 Portland, Or 97217

## **P-0688-001**

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.

- Comments:
- P-0688-002** I live on Hayden Island and make small jaunts into Vancouver for medical purposes. Under the circumstances, the tolling would present a hardship and I might well have to change how I do my business.
- P-0688-003** I work in downtown Portland and use the light rail at least a few times weekly. At this point in time it is inconvenient. I take the 6 bus from Jantzen Beach and switch to the light rail in order to enter downtown. In the evening I take the rail from downtown Portland, where I work and switch to the 6 bus at the Lombard transit center, which takes me to the Jantzen Beach Safeway stop. It is time consuming.
- Being able to pick up the MAX at the Super Center would be extremely helpful. Which brings me to my preference.
- Routing a light rail stop into Jantzen Beach as part of the 'replacement and light rail' alternative represents the most efficient solution.
- P-0688-004** As an islander, I shudder at the construction involved. However, the interstate bridge is outdated and needs to be replaced. As long as that should happen, we must think in terms of a 'state of the art' solution.
- P-0688-005** Traffic is going to continue to be a problem. Since the populations of both Portland and Vancouver are expected to grow, we should prepare--not by trying to socially engineer folks into mass transit, which may or may not occur, but by taking all into account. There will be many of us who will rely on the light rail, which is a clean and efficient means of travel. There will also be many who will continue to drive, whether out of necessity or desire, despite an energy crisis that may or may not ensue.
- P-0688-006** For what it is worth, I would like to see the grandest possible state of the art bridge with a light rail either adjacent or attached to I-5, with a stop on the east side of the Jantzen Beach Super Center, perhaps in the vicinity of the current ODOT structure.
- P-0688-007**
- P-0688-008** Thank you and good luck!

**P-0688-002**

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-0688-003**

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.

The LPA includes an extension of light rail into Vancouver, connecting with the current system at the Expo Center. There will be a light rail station on Hayden Island on the west side of I-5.

**P-0688-004**

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 bridge as part of the project's Locally Preferred Alternative

(LPA). For a more detailed description of the bridge improvements associated with the LPA, see Chapter 2 of the FEIS.

**P-0688-005**

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

**P-0688-006**

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving “design excellence that can be embraced by affected communities and users” and providing “a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements.” Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

**P-0688-007**

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-0688-008**

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