


From: [Goddard, Travis](#)
To: [Columbia River Crossing](#)
CC:
Subject: Comments 
Date: Thursday, May 29, 2008 9:37:01 AM
Attachments:

P-0695-001 As a private citizen I want to include the following comments:

I am a hockey fan and have been a 5 season ticket holder for the Portland Winterhawks until this last year. I ceased my season tickets because of the gas, travel time and parking costs. If light rail comes to Vancouver, I will save \$8 to \$13 dollars a game for parking alone. This exceeds the cost of son's ticket. The inclusion of light rail will influence my decision to get season tickets in the future.

P-0695-002 Also, I work and live in Vancouver but recognize that citizens make the conscious choice of where they live and work. If someone has made the conscious decision to undertake the I-5 bridge commute, that is a personal, financial and professional decision. Expansion of the bridge without light rail is rewarding poor commuting behavior. The benefit

P-0695-003 for "non-work commuters" who chose not to travel I-5 during peak hours is negligible. Where is a direct benefit for the average citizen who doesn't commute.

P-0695-004 In addition, a new bridge will only serve to foster the low-density suburb mentality in Clark County. So you could say that no light rail will have a negative environmental and quality-of-life affect for the citizens of Clark County.

P-0695-005 Without rail, I recommend that the bridge be left as it exists and let the market continue to dictate peoples commuting choices and driving habits. Gas at \$4 a barrel is already having that affect. Please don't interfere with that.

Travis Goddard
 Rural Team Leader
 Clark County Community Development

P-0695-001

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-0695-002

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

P-0695-003

As mentioned above, the LPA includes improvements that will benefit more than just the auto commuter. 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 will also travel along a

wider and safer path than exists today. For a more detailed description of transit and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 (Section 2.2) of the FEIS.

P-0695-004

Thank you for taking the time to submit your comments on the I-5 CRC DEIS and for your hard work building community in Clark County.

P-0695-005

Please refer to response to comment P-0695-001.

P-0695-006

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.