


From: te_oh_indigo@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, June 03, 2008 5:29:22 PM
Attachments:

Home Zip Code: 97202
 Work Zip Code: 97207

Person:
 Other - Travel

Person commutes in the travel area via:
 Car or Truck

- P-0865-001**
1. In Support of the following bridge options:
 Do Nothing
 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:
 First Name: Tom
 Last Name: Lea
 Title: Mr.
 E-Mail: te_oh_indigo@yahoo.com
 Address: 3373 SE 15th Ave
 Portland, OR 97202

- P-0865-002**
- Comments:
 I use the project area for travel purposes only, going to visit family in the Puget Sound area.

P-0865-001

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-0865-002

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

- P-0865-003** I am opposed to the expansion of the existing freeway bridge to include a new span and additional lanes for the following reasons: Firstly, the reason the existing span is being over-used is because of commuters into Portland from Washington. My experience with people who do this is that they live across the river to avoid paying a perceived increased level of property taxes in Oregon and sales tax in Washington. Secondly, the amount of sprawl on the Washington side is extensive. This is a choice that people on the Washington side have made repeatedly.
- I do not think we should have to pay for those who have discouraged land planning, have chosen to drive interstate a great distance, and are trying to avoid paying taxes. In addition, people on the Washington side have decided not to fund mass transit in the form of light rail.
- P-0865-005** Building this expensive project would be rewarding poor decisions. Allowing an increase in commuting time to cross the river would slow sprawl and increase interest in mass transit and living close to work.
- P-0865-006** Lastly, gas prices may change this entire debate.

P-0865-003

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.

P-0865-004

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

P-0865-005

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. There are many reasons why the bridges should be replaced, including safety. The project team, guided by numerous citizen groups, is aware of the concern regarding sprawl. The project will employ tolling which will reduce trips, in fact, reducing them to below that which would be expected without the project. The project team is also very supportive of more commuters shifting to light rail. But without this project light rail would not be an option.

P-0865-006

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.