

**From:** [NoEmailProvided@columbiaivercrossing.org](mailto:NoEmailProvided@columbiaivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 05, 2008 7:44:18 PM  
**Attachments:**

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Home Zip Code: 98661  
 Work Zip Code: 98661

Person:  
 Other -

Person commutes in the travel area via:  
 Car or Truck

**P-0889-001**

1. In Support of the following bridge options:  
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: No Opinion  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

Contact Information:  
 First Name:  
 Last Name:  
 Title:  
 E-Mail:  
 Address:

Comments:

- P-0889-002** | Wait until the Delta Park area has three lanes to determine congestion. I believe a new  
**P-0889-003** | bridge is needed but don't like any of the options presented.

**P-0889-001**

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-0889-002**

The transportation models include the completed Delta Park project as well as other projects which are expected to be completed before project opening or within the planning horizon of 2030.

**P-0889-003**

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

**P-0889-004** | I have sent in my suggestion before. Had no response. Don't make a big mistake without  
**P-0889-005** | looking at the complete system of needs, a new bridge would simple get commuters to  
 the downtown Portland congestion faster. There would still be a serious problem even  
 after any bridge was built.

**P-0889-004**

All comments that are received by email receive a standard acknowledgement. If a person asks a question, he or she will receive a response back from the project. If you submitted a clearly marked question and your question was not responded to, we regret the oversight. Comments and questions received are summarized regularly in a report that is made available to project decision-makers.

**P-0889-005**

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation

of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.