



**From:** [ktpelletier@msn.com](mailto:ktpelletier@msn.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 12, 2008 10:23:08 AM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code: 97202

Person:  
 Other - Live in North Portland near I-5

Person commutes in the travel area via:  
 Car or Truck

- P-1028-001**
1. In Support of the following bridge options:
  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

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 Portland, OR 97217

- P-1028-002**
- Comments:  
 It is not in Portland's best interests to allow additional cars into the city. Portland residents have worked hard and spent a great deal of tax money to move away from a car-centered infrastructure, believing that it was in the best interest of the community and

### **P-1028-001**

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-1028-002**

As Chapter 3 (Sections 3.10 and 3.11) of the DEIS described, and as Chapter 3 (Sections 3.10 and 3.11) of the FEIS further elaborated, noise and air emission levels will improve for communities and most households along I-5. Air quality will be improved in large part by measures unassociated with the CRC project, such as regulated improvements in vehicle fuel emissions and in cleaner gasoline and diesel. Highway noise mitigation proposed for the CRC project would result in fewer noise impacts in the future with the project than there are

**P-1028-002** | environment. Vancouver commuters have not and I think it is counter-productive to the  
**P-1028-003** | alternate transportation and environmental aims of Portland to encourage such an  
**P-1028-004** | increase in car traffic. Thus, lightrail and bike lanes in the new project are indispensable,  
**P-1028-005** | and should be emphasized. Vancouver should plan a parking structure or lot for lightrail  
**P-1028-006** | commuters, or upgrade their own public transportation system to make the lightrail a  
 viable option for their commuters. Furthermore, I believe that it should be a 'user-pays'  
 system and drivers should pay a toll to cross. Oregon should not have to foot the bill so  
 that Washington citizens can take advantage of taxfree situations by living in WA and  
 shopping in OR. I don't believe it will discourage interstate commerce because the  
 money that Vancouver citizens save in taxes by living in WA and shopping in OR will  
 not be approached by paying mere tolls. On the other hand, Oregonians who pay high  
 income taxes and endeavor to work near their homes, taking lesser paying jobs to do so,  
 and commute by bike or train, can rest assured that their tax dollars are working locally  
 for things like schools--which to my mind are FAR more deserving of this kind of money  
 than car-commuters.

today. There will be some locations where noise impacts cannot be mitigated. It is also true that with the introduction of light rail, better bicycle facilities, and a toll, the Average Daily Trips over the bridge will be reduced from the levels expected under the No-Build Alternative. The livability of residents along I-5 will also be improved as a result of greater personal mobility, an improved transit network, an improved network for walking and biking, less traffic cutting through neighborhoods, and the subsequent job creation that is expected to occur as a result of this major investment.

### **P-1028-003**

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

### **P-1028-004**

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-1028-005**

This issue was addressed as part of the economics analysis and is described in detail in the Economics Technical Report. This report, and Chapter 3 (Section 3.4) of the DEIS, note that the increased costs incurred because of tolls would generally be offset by the improved travel options and travel times. Under existing and No Build Alternative conditions, congestion delays and high crash rates have significant costs for local businesses and travelers; improving these conditions is one of the purposes of the project.

Tolls could discourage home-based shopping trips from Clark County to points in northern Oregon, such as Hayden Island and Airport Way. However, the variable-rate toll structure that was evaluated in the DEIS allows for different rates to be charged by time of day. Therefore, discretionary trips, such as those between Oregon and Washington for retail purposes, could be taken in off-peak hours when toll rates are at their lowest, reducing the effect of the tolls on these types of trips. Also, CRC would provide improved transit connections between Clark County and Oregon, offering travelers a toll-free alternative for reaching destinations across the river.

**P-1028-006**

As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economy. The I-5 crossing also provides the primary transportation link between Vancouver and Portland, and the only direct connection between the downtown areas of these cities. As

described in the DEIS, serious problems face this important crossing, including growing congestion, impaired freight movement, limited public transit options, high auto accident rates, substandard bicycle and pedestrian facilities, and vulnerability to failure in an earthquake. The fact that other important issues face our communities does not diminish the importance of addressing the problems plaguing the I-5 crossing.

CRC assumes funds allocated to other projects would remain dedicated to those projects, and anticipates needing to find new funds to finance the project. Funding for the project will come from a variety of sources including federal grants that would not be available to other transportation projects in the region, State of Oregon, State of Washington, regional and local sources. In addition, it is assumed that the replacement bridge will be tolled. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.