



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 19, 2008 10:52:29 PM
Attachments:

Home Zip Code: 98661
 Work Zip Code:

Person:
 Works in the project area

Person commutes in the travel area via:
 Car or Truck

P-1119-001

1. In Support of the following bridge options:
 Do Nothing
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: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: Yes

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

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Comments:

P-1119-002

It is difficult to market a project when people do not feel the need. "Everybody" knows that the first bottleneck is not the bridge but Delta Park. It is very slowly being fixed.

P-1119-001

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-1119-002

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.

P-1119-002 | People are waiting to see what happens at that point. Then we all know the next bottleneck is the Rose Garden area. What would happen if that bottleneck was changed? If it is then apparent that the real problem is finally the bridge area....people begin to see and appreciate the need. Without a very real and present need, it is difficult to be excited about a fairly high toll being placed on both bridges. Sure, if the Feds or States would pick up the tab, people are glad for a freebie (although we all pay for it gradually through our taxes), but when the word is becoming clearer and clearer that we will all pay through tolls, the excitement of a new bridge loses its lustre. And then throw in light rail. People in Vancouver love to hate light rail. Polls can be manipulated. Take a vote and see where the majority of people are at. The Columbian wants light rail, so they generally print articles favoring light rail. Light rail has made a mess of streets and real estate in Portland, people don't want to see that in Vancouver. If I were marketing light rail, I would build evidence from other great cities (better yet, cities about the same size as Vancouver) and compare and learn. The only articles I've seen concerning effect and results of light rail in areas along the West Coast, have not been favorable, especially when it comes to financially building and supporting the continuance of light rail. Find some really good reports (if there are any) about light rail introduction to cities about our size and see how it has positively affected the community. As far as I can see (at this point) the shipping and boating industry stands to gain the most with a new bridge--without having to delay for bridge lifts. Already, with the high price of gas, there is less traffic to and from Portland/Vancouver---so, it's hard to market a project when it lacks a present and real need---for the price tag.

P-1119-003 |

P-1119-004 |

P-1119-005 |

P-1119-006 |

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-1119-003

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments until the alternative selection process is complete. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes. Regarding tolling I-205, that is not part of this project, but

could be implemented separately if Oregon and Washington, in partnership with the Federal Highway Administration, determine it is needed to advance regional transportation objectives.

P-1119-004

Light rail has been endorsed by every local Sponsoring Agency (Vancouver City Council, C-TRAN, RTC, Portland City Council, TriMet, and Metro), whose boards are comprised of the elected leadership of the region.

Annual light rail passenger trips crossing the I-5 bridge in 2030 are projected to be 6.1 million, with daily ridership around 18,700. The travel time for the morning commute by light rail between downtown Vancouver and Pioneer Square in downtown Portland will be approximately 34 minutes. Light rail would travel on a dedicated right-of-way, with more reliable travel times than auto drivers dealing with unpredictable road conditions, traffic congestion, and parking challenges.

The CRC project planning for light rail incorporates and supports the principles of the Vancouver's City Center Vision Plan. Downtown Vancouver has seen recent growth in higher density mixed use projects from three to 12 stories in height. In addition, another 4,000 downtown condominiums are proposed or pending as part of new developments. The core of Vancouver has, along with many of the larger corridors such as Fourth Plain Blvd, medium to high density residential development and an urban mix of uses. Transit demand in these areas is quite high, and ridership will increase with the introduction of light rail.

Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on having a public vote.

P-1119-005

Thank you for your comment. Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit, bicycle, pedestrian, highway, interchange, and financing elements of the project. Regarding the elimination of bridge lifts specifically, this action would benefit commercial and recreational navigation and reduce I-5 congestion and accidents.

P-1119-006

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.