



**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Saturday, June 21, 2008 12:38:11 PM  
**Attachments:**

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Home Zip Code: 98663  
 Work Zip Code: 98660

Person:

Lives in the project area  
 Works in the project area

Person commutes in the travel area via:

Car or Truck  
 Walk

- P-1156-001**
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: No Opinion  
 Mill Plain (MOS) Terminus: Unsure  
 Clark College (MOS) Terminus: Unsure

Contact Information:

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

,

Comments:

- P-1156-002** I favor alternatives that include light rail. It is the 'green' alternative for transportation. It

**P-1156-001**

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-1156-002**

Please refer to response to comment P-1156-001.

- P-1156-002** gives people an alternative to having to use an auto to go anywhere. Since we only have to connect to the existing light rail line at Expo, that makes the most sense for people to ride straight from Vancouver to downtown Portland and beyond.
- P-1156-003** The actual bridge alternatives, I think, are more difficult to analyze. Based on CRCC figures, alternatives that keep one or both of the old bridges do not save enough money to be worth having to live with the continuing problems related to the drawbridge, and problems with earthquake resistance. Doing nothing will only lead to gridlock. Building light rail first would give people an alternative to gridlock.
- P-1156-004** The above being said I see little reason to build a huge bridge just to make it easier to reach Jantzen Beach and then squeeze back to 3 lanes each way at Delta Park, and then what about the 2 lanes each way for a stretch by the Rose Quarter.
- P-1156-005** Another issue as a downtown Vancouver resident, Jantzen Beach is basically the closest most convenient shopping center -- that is my neighborhood shopping center. I use home depot, office depot, Barnes & Noble and the car wash not to save sales tax but because it is more convenient than other locations. The toll for crossing the bridge will hurt me.  
Sincerely  
Marvin Benson

**P-1156-003**

Thank you for your comment. Light rail is included in the LPA to give people an alternative to driving across the bridge.

**P-1156-004**

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-1156-005**

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.