



From: kwood@pacifier.ocm
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Saturday, June 21, 2008 7:35:18 PM
Attachments:

Home Zip Code: 98682
 Work Zip Code: NA

Person:
 Other - Drive through about once a week from Vancouver to Beaverton and back

Person commutes in the travel area via:
 Car or Truck

- P-1158-001**
1. In Support of the following bridge options:
 Replacement Bridge
 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: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:
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 Last Name: Wood
 Title:
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 Address: 14910 NE 46th St
 Vancouver, WA 98682

- P-1158-002**
- Comments:
 For 30 years, I commuted to Lloyd Center area from Vancouver, the last 15 by C-Tran from a park and ride. (Retired three years ago.) Traffic improved after I-205 opened,

P-1158-001

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-1158-002

See discussion of LPA, above.

P-1158-002

then steadily worsened to the point where my bus was always late in the evening. Even if gas prices and other factors keep traffic at current levels, I strongly believe a new bridge with light rail, pedestrian, and bicycle access is necessary. Current congestion, especially in the evenings on both I-5 and I-205, is unacceptable.

I trust the CRC studies to come up with the best solution, and look forward to it being implemented soon. My preferred solution is replacement bridge with light rail. Replacement bridge best solves earthquake, congestion, and safety issues. I strongly prefer light rail over bus rapid transit. It would be inconvenient to transfer from BRT to light rail and I think it is high time we had light rail in Clark County (supported it when we voted ten years ago).

P-1158-003

As a long-time member of Portland Audubon Society, I understand and agree with their goal of reducing global warming pollution (I drive a hybrid), but strongly disagree with their position on CRC to reject all five alternatives. I do support tolling and have no problem with it starting before project completion and/or being imposed on both I-5 and I-205 to reduce demand and pay for the project. That and other steps can be taken to reduce or prevent growth in demand, so the replacement bridge will solve existing problems with the I-5 bridge. I think a replacement bridge with light rail is needed even if traffic stays at current levels.

P-1158-003

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.