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Subject: DEIS Document Viewer Feedback
Date: Monday, June 23, 2008 2:40:46 PM
Attachments:

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 Section: 2.3 Components
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Comment or Question:

- P-1181-001** | I vote for complete replacement. However, if the SB bridge is completed first and has
P-1181-002 | both the SB & NB light rail tracks within it, and both traffic & buses on the surface, then
 NB traffic and buses could use the both old bridges, while the NB bridge is being built
 and completed with both NB & SB BRT lanes within it, thinking that it will take several
 years to complete. This would also stretch the cost out over a long period - ten years?
P-1181-003 | Won't charging a toll cause more traffic to use I-405? And if even some of the increased
 traffic goes through to I-5 on I-205, that will put a greater stress on I-205 from Oregon
 City to I-5, which has already been stressed?
P-1181-004 | Thanks for allowing us public to put in our "2-cents" :) And thanks for putting all this on
 the Web for us. Quite considerate. Tom

P-1181-001

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-1181-002

Construction staging plans indicate that traffic will be transferred to the new southbound bridge once construction of this bridge is complete. Northbound traffic will continue to use the existing northbound bridge, but would be unable to also use the existing southbound bridge, as it will have to be demolished to accommodate the construction of the new northbound bridge. For more detail on construction staging plans, please see Chapter 2 of the FEIS.

P-1181-003

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205 although most trips would remain on I-5. However, under existing conditions, trips already divert to I-205 and would continue to do so under No-Build because of the unreliability of, and congestion in, the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. The net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project than without it.

With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for the approval to toll a facility. The project sponsors are not proposing to toll the I-205 crossing as part of the CRC project. It is possible that a toll could be placed on the I-205 crossing in the future separate from the CRC project. Section 3.1 of the DEIS and FEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

In addition, tolling prior to or during construction can be used to manage demand and begin collecting the revenue. This is not currently proposed but could be implemented if approved.

P-1181-004

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