

Columbia River CROSSING a long-term, comprehensive solution.

HOME PROJECT INFORMATION LIBRARY/MAPS CONTACT US

PROJECT INFORMATION

What are the problems?

What is being done?

What are the outcomes?

Current Work

Construction Contracting

Project Costs and Funding

Analysis, Review and Results

Environmental Documents

Alternatives Considered

Refining Project Designs

Expert and Policy Review

Technical Analysis

Who is CRC?

QUICK LINKS



Frequently Asked Questions



Glossary

Home » Project Information » Analysis, Review and Results » Traffic/Travel Demand Analysis

Estimating Travel Demand

During the selection process for the Locally Preferred Alternative, local partner agencies requested an independent review of the model used to estimate the future number of vehicles using the highway and transit system in the Columbia River Crossing project area. Local partner agencies also requested a review of the potential for CRC to lead to additional development and traffic growth.

Expert panel finds CRC has low potential to induce growth

In 2008, a panel of independent experts was convened by CRC to review and evaluate the travel demand model and the results presented in the Draft Environmental Impact Statement (EIS). The Travel Demand Model Expert Review Panel found the CRC analysis and conclusions to be valid and comprehensive. The Panel also found that the CRC project would have a low potential to induce growth because the project is replacing a facility located in a densely-built urban area. The detailed findings can be found in the [Travel Demand Model Review Panel Report](#).

Metro verifies project has little impact on land use changes

In 2010, Metro used the regional model to expand upon the CRC analysis completed for the DEIS. Metro found that the project will have negligible impact on population growth in Clark County. More detail can be found on [Land Use](#).

Estimating travel demand is an important component of the EIS and finance plans

The [Final EIS](#) includes an evaluation of the potential effects of the CRC project on the region's ability to meet land use planning goals and to influence existing and future economic activity. The evaluation includes both a detailed assessment of changes to land uses and a review of consistency with adopted policies and regulations. In addition, accurate travel forecasts are necessary to estimate tolling revenue and traffic diversion. The project adjusted its tolling financial projections for inclusion in the Final EIS based on an [independent financial plan](#) review in summer 2011. Additional review of travel demand projections will occur prior to bonding.



The locally preferred alternative (LPA) is expected to accommodate future travel resulting from the region's anticipated growth as well as support support local jurisdictions' goals of compact growth and economic development.

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