



Oregon Chapter
American Society of Landscape Architects

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24 June 2008

Members of the CRC Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Interstate 5 Columbia River Crossing
Draft Environmental Impact Statement

Dear Members of the Task Force,

We, the American Society of Landscape Architects (ASLA) Oregon Chapter Executive Committee, are concerned about the Columbia River Crossing (CRC) alternatives as outlined in the current Draft Environmental Impact Statement (DEIS). As our region's largest public works project in history, the outcome of the CRC project will impact our region for generations to come.

In this age of diminishing natural resources, unprecedented fuel costs, and an unquestionable global warming trend, the alternatives presented in the DEIS will exacerbate auto dependence and sprawling development patterns. A shift is occurring among the people of the United States: we are changing our transportation choices and decreasing our rates of driving. Now is the time for major public investments like the CRC to encourage alternative modes of travel.

The twelve-lane automobile facilities described in the CRC DEIS would result in more single occupancy vehicles on the road, a greater quantity of global warming emissions, increased pollution and greater health risks for area residents.

The residents of Oregon and Washington would be expected to contribute two-thirds of the estimated \$4.2 billion dollar project cost. The local money earmarked for the CRC construction is crucial to funding other transportation needs. We are gravely concerned about the impact of the CRC expenditure on essential regional transportation projects for decades to come.

We implore you to consider an incremental approach to the CRC design and to meet the following criteria in designing the CRC project:

- *Prioritize the construction of world-class public transit facilities connecting Clark County and the Trimet system*
- *Provide world-class bicycle and pedestrian facilities connecting the Clark County and Multnomah County pedestrian and bicycle circulation systems*
- *Immediately implement tiered price tolling on the I-5 and I-205 bridges to begin congestion reduction.*
- *Provide HOV lanes. Tolls, transit and HOV lanes are proven methods of reducing driving and congestion*
- *Reduce overall single occupancy vehicle VMTs to ensure long-term benefits to freight movement.*
- *Protect regional air quality and the health of residents of the surrounding communities*
- *Uphold our regional planning and greenhouse gas reduction goals*

The fiscal investment in this project should provide equitable public value. Please ensure that our public money is spent wisely by requiring a CRC design that prioritizes alternative transportation, meets our global warming reduction goals, and provides long-term benefits to this region.

Respectfully,



Jennifer B. Richmond, President
The Oregon Chapter Executive Committee
American Society of Landscape Architects