


From: [J. Cortright](#)
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CC:
Subject: Supplemental Comments on CRC DEIS
Date: Tuesday, July 01, 2008 3:52:19 PM
Attachments: [commuting_flows.pdf](#)

Please accept the following as supplemental comments on the CRC DEIS.

The DEIS is deficient for failing to consider the possibility that changes in land use development patterns could greatly reduce the amount to travel between Clark County and the Oregon portion of the metropolitan area. Clark County has a dysfunctional relationship with the rest of the metropolitan area, with a much higher proportion of the region's resident population and workers and a much lower proportion of the region's jobs. Very modest changes in this relationship over the next decade or two could dramatically reduce the amount of commuting in the I-5 corridor. This is particularly important to the justification for the CRC because virtually all of the identified congestion is associated with peak hour, peak direction movements of commuters originating in Clark County and travelling to and from jobs in Oregon.

If the jobs/population balance in Clark County were to be brought more closely in line with that of Clackamas County (the Oregon County with the highest current jobs/housing imbalance) the effect would be to reduce about 36,000 trips per day on the I-5 and I-205 bridges. This calculation is based on data from the Census Bureau's Local Employment Household Dynamics (LEHD) data, shown on the attached spreadsheet.

Clark County has 123,898 workers and 86,135 jobs
Clackamas County has 131,330 workers and 106,593 jobs

If Clark County had even the same ratio as Clackamas County, it would have at least 20,000 more jobs locally.
About 90% of the jobs in Clark County are held by people who live in the county.
If there were 20,000 more jobs locally, it would be reasonable to expect 18,000 of them to be held by local residents.

That would be 18,000 fewer commuters (36,000 fewer trips) across the I-5 and I-205 bridges each day.

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