

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 13, 2008 1:44:36 PM
Attachments:



Home Zip Code: 97214
 Work Zip Code: 97209

Person:

Other - All of Portland will suffer from this project, as proposed.

Person commutes in the travel area via:

Other - In the five years that I have lived in Portland, I have never needed to travel to Vancouver.

P-0138-001

1. In Support of the following bridge options:
None
2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
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:

First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

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Comments:

P-0138-001

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-0138-002 All of the proposed options will undermine (if not counteract) our region and our population's commitment to sustainability and quality of life. Citizens, policymakers, organizations, and businesses in the Portland area have worked hard to redefine what it means to be a metropolitan region and, as a result, ours is one that is thriving, internationally-recognized for land use planning and sustainability, and healthier than most American cities. The proposed alternatives do not meet the de facto standards of our region. While we build award-winning public transportation and bike networks, and drive less, save more, the alternatives work only to drive more, spend more, sprawl more, and subsidize the pollution and congestion that will accompany it. Instead, we need a new Columbia River crossing that is environmentally, socially, and financially responsible. Instead of forcing the Portland area to suffer the many costs, the users of this bridge must be the ones paying for it, through congestion pricing and at-cost tolls for automobiles (with exemptions for transit, emergency, and local-destination freight). The design and construction of this bridge must be such as to discourage congestion, sprawl, suburban development, and climate change; to discourage driving alone into Portland every day, devoting even greater parts of our lives and our urban landscape to supporting automobiles. We don't need more cars, more parking lots, and more unhappy, stressed drivers.

P-0138-003

P-0138-002

The project includes light rail, variable tolling, innovative stormwater treatment, and the largest investment in bicycling and pedestrian amenities of any project proposed in the region.

P-0138-003

As mentioned above, tolling would be included as part of the LPA. This along with the addition of transit, would reduce the number of auto trips over the Columbia River Crossing and thereby lower GHG emissions compared to No-Build.

As described in Chapter 3 (Section 3.4) of the DEIS and in the Indirect Effects Technical Report included as part of the FEIS, highway capacity improvements and access improvements can induce development in suburban and rural areas that were not previously served, or were greatly underserved, by highway access. The DEIS outlines a comprehensive analysis of the potential induced growth effects that could be expected from the CRC project. A review of national research on induced growth indicates that there are six factors that tend to be associated with highway projects that induce sprawl. These are discussed in the Indirect Effects Technical Report. Based on the CRC project team's comparison of those national research findings to CRC's travel demand modeling, Metro's 2001 land use / transportation modeling, and a review of Clark County, City of Vancouver, City of Portland and Metro land use planning and growth management regulations, the DEIS and the FEIS conclude that the likelihood of substantial induced sprawl from the CRC project is very low. In fact because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the inclusion of new light rail, and the active regulation of growth management in the region, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns.

In October, 2008, the project convened a panel of national experts to review the travel demand model methodology and conclusions, including a land use evaluation. The panel unanimously concluded that CRC's methods and the conclusions were valid and reasonable. Specifically, the panel noted that CRC would "have a low impact to induce growth...because the project is located in a mature urban area," and that it would "contribute to a better jobs housing balance in Clark County...a positive outcome of the project". These results are summarized in the "Columbia River Crossing Travel Demand Model Review Report" (November 25, 2008).

For a more detailed discussion regarding potential indirect land use changes as a result of the CRC project, including the likely land use changes associated with the introduction of light rail, please see Chapter 3 (Section 3.4) of the FEIS.