



From: [Lorena](#)
To: [Draft EIS Feedback](#);
CC:
Subject: i-5 Interstate Bridge
Date: Tuesday, May 27, 2008 9:05:32 AM
Attachments:

P-0467-001 In regards to the bridge plan, I have some thoughts I wanted to share.

The Interstate Bridge was built in the early 1900's, with revisions to expand the bridge in the 1960's. Since that time, our population has increased an exponential amount and we have not kept up with the population. The bridge has not been widened nor has the route at the Delta Park area been revised to handle the larger amounts of traffic.

P-0467-002 To state that our area is "sprawling" is rejecting the commerce of the area. We have numerous large companies that have employees who live in many areas – Nike, Intel, PSU, and others in the outlying cities. Transportation is important for them to work. One may state that working at home is a feasible thing to do, and while many do work at home, there is physical contact needed in the work world to further technologies and the economy. Without these powerhouses, we would not have the thriving communities that we have now. Do a study and take away these makers of money and see what is left. Can the area float without them? Maybe – but barely.

P-0467-003 Don't punish people for working by making them harbor ill wills with the wishes of the few who do not want "sprawl". Jettison the idea that we will be able to live on top of each other. It is not a healthy environment to do so – not physically (think asthma, allergies and other environmental illnesses that are exploding right now), mentally (how much anger and depression that is

P-0467-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The project is going to add capacity for critical freight movements as well as making numerous safety improvements.

P-0467-002

The project recognizes that there are vibrant, livable places in Vancouver and in other communities outside of the urban core of Portland. The two states plan under similar sets of rules and in pursuit of similar goals. One goal is to develop compact urban areas and to preserve farm land. The project team respects these goals and has designed a project that should contribute to their attainment.

P-0467-003

The DEIS and FEIS analyses (section 3.4.3) indicate that the locally preferred alternative is unlikely to cause unplanned development outside urban growth boundaries. While sprawl is one factor to be considered, it is, as you have noted, only one of many factors. The project co-leads and local sponsor agencies have selected a locally preferred alternative that will provide benefits to highway users, transit riders, freight, and bicyclists and pedestrians, as well as economic, community, and environmental benefits.

P-0467-003 setting in), or physiologically (can we really have 600 more townhouses on a 100ft squared lot ??). If people wish to live in a small community – then go live in a small community! We live in a metropolis of neighborhoods, cities and towns, and need each other to work together on this.

P-0467-004 I have lived in the Beaverton area for 20 years now, and have witnessed it grow over 1000%. I am witnessing Los Angeles in blooming mode here in the Portland area. I have driven down there in Portland quite a number of times to understand that there will always be needs for the expansion of transportation and that a multi-use transportation plan is one that benefits all. We can have the Max Light Rail, the bus system, bicycles and even people driving their own cars. Our time is valuable to us to be productive. We don't want to sit in traffic behind the semis driving triple trailers – whether we are on a bus or in our own car. Time spent in traffic is less money coming into the community and more emissions going out into the air.

Please think of all the impact that a new bridge would benefit, not just “sprawl”. There is more to this idea than just widening the path between Vancouver and Portland. It's widening our eyes to what is happening in our world.

*~Lorena Brown
Beaverton, OR
Breathe in...Breathe out...*

P-0467-004

As described in Chapter 3 (Section 3.4) of the DEIS and FEIS, and in the Indirect Effects Technical Report, 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, the CRC project, 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).

In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. Even with a 12-lane river crossing, the model showed only minimal changes in employment location and housing demand compared to the No-Build Alternative.

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.