


From: westcheryl2000@yahoo.com
To: [Columbia River Crossing](#) 
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 29, 2008 11:06:43 AM
Attachments:

Home Zip Code: 97203
 Work Zip Code: 97203

Person:
 Lives in the project area

Person commutes in the travel area via:
 Bicycle
 Bus
 Walk

- P-0689-001**
1. In Support of the following bridge options:
 2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:
 First Name: Cheryl
 Last Name: West
 Title: Citizen
 E-Mail: westcheryl2000@yahoo.com
 Address:
 , 97203

Comments:

- P-0689-002** I-5, in it's current state, has a finite capacity. Increasing the capacity of the bridge will

P-0689-001

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-0689-002

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta

P-0689-002 | only increase traffic on I-5 in general and create the demand for widening it in the future.
P-0689-003 | I'm in favor of rush hour tolls for trucks and passenger vehicles, an increased investment in rapid bus transportation and freight rail systems, and tax incentives for people who relocate near their jobs and businesses that relocate near mass transit. In short, let's use our public dollars to support behavioral changes that will benefit everyone.

Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-0689-003

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the existing highway system more efficiently without any capital investment. After identifying this wide array of options, the project evaluated whether

and how they met the project's Purpose and Need, and found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements in the highway generally did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5). This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed best.

Regarding freight rail improvements, the Vancouver-Portland region is the "last mile" for 85 percent of the freight traveling in the region. That is, goods are produced, assembled, and/or delivered within the region, and the overwhelming majority of the local shippers and customers are not located on a rail spur or within a rail/intermodal terminal. Even if there was a targeted effort to use railroads more frequently, the goods would need to travel by truck on regional roads and freeways to arrive at rail terminals. In fact, most of the goods produced or received from the rail system must drive those goods by truck to or from the rail lines; and, increased rail service would likely lead to greater use of trucks for this very reason. Additionally, according to the Feasibility of Diverting Truck Freight to Rail Technical Memorandum produced by CRC project staff in April 2006, trains cannot move smaller loads as cost-effectively as trucks and may even be more costly for shipping distances under 500 miles. This is a key point, as the average trip distance by truck in the Portland/Vancouver region is 199 miles. While there are certainly some commodities that could shift from truck to rail in the region, it is probably a very minimal amount, probably not part of a consistent and regular shipment schedule, and would not significantly ease congestion along I-5

in the project area.

Though the CRC project does not include incentives for moving closer to work or moving businesses near transit, the project will help work towards the same goals of improving the jobs/housing balance and increasing transit usage. As described in Chapter 3 (Section 3.4) of the DEIS 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 Chapter 3 (Section 3.4) of the FEIS. Based on the CRC project team's comparison of those national research findings to CRC's travel demand modeling, Metro's 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 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).