

From: dave@hotelLafayette.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, July 01, 2008 12:13:32 PM
Attachments:



Home Zip Code: 98660
 Work Zip Code: 98660

Person:

Lives in the project area
 Works in the project area
 Owns a business in the project area
 Commutes through the project area

Person commutes in the travel area via:

Bicycle
 Bus
 Car or Truck
 Walk

P-0769-001

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

Contact Information:

First Name: David
 Last Name: Lafayette
 Title:
 E-Mail: dave@hotelLafayette.com

P-0769-001

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.

Address: 314 W 24th Street
Vancouver, WA 98660

Comments:

P-0769-002 Building a new, 12 lane bridge across to replace the Interstate bridge will cost an
P-0769-003 astounding amount of money and be a logistical challenge, to say the least, in routing
P-0769-004 traffic during construction. In the end it will promote commuting with wide open lanes
P-0769-005 in a time when we are trying to promote alternative forms of transportation. When the
 bridge is finished, gasoline may very well cost \$6 a gallon which may leave our 12 lanes
 woefully under utilized and, if a toll is part of the payment plan, under funded.

In the last several months we have seen record ridership on mass transit and an actual
 reduction in bridge traffic! This is good news. It shows that people will get out of their
 cars and take public transportation and we can not ignore this when considering a
 crossing solution.

P-0769-006 Additionally, we can not address the issue of a new bridge without talking about freight
 traffic through downtown Vancouver. Our port is working very hard to expand. This
 will bring more trucks right through the middle of downtown on the three identified
 corridors of Mill Plain, Fourth Plain and 39th Street, the later 2 which are lined with old
 homes and communities.

As a community we have worked very hard in the last 10 years to revitalize our
 downtown and we have made great strides. We are continuing this revitalization with the
 purchase and development of the Boise Cascade land to the west of the bridge.
 Expanding these truck routes through our downtown is not in line with the steps we have
 taken to support our downtown. We need to move truck traffic around downtown
 Vancouver, not through it.

P-0769-007 Taking these factors into account, I would suggest the following approach:

1. Build a freight bridge connecting the Port of Vancouver to the Oregon side and Marine Drive. This would take southern trucks off the Interstate bridge and create a route to and from the Port of Vancouver that does not bisect the downtown. For northern trucks, 78th street is a wide, under utilized road that connects directly to I-5.
2. Build a separate, stand alone light rail bridge extending light rail to Vancouver. This bridge should be large enough for 4 rail lines: a north and south local line as well as a potential north south commuter line. Imagine if a commuter MAX traveled from downtown Vancouver to downtown Portland? It could transport people faster than any other option, including cars. This possibility of future expansion needs to be build into the light rail project.

P-0769-002

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project – the federal government, State of Oregon, State of Washington, and tolling the I-5 Bridge.

P-0769-003

The CRC project is working to minimize temporary impacts during construction that could impede travel in the project area. These temporary effects were described in Chapter 3 (Section 3.1) of the DEIS, and are refined in Chapter 3 (Section 3.1) of the FEIS, which also includes proposed measures to mitigate these impacts.

As the project moves into its final design phase, the CRC project team will complete a construction staging plan that will address, in greater detail, temporary closures, detours, and access on the highway and local streets affected by construction. This construction staging plan will indicate to contractors the proposed sequencing of construction based on DOT standards. Contractors are often given the opportunity to modify the construction staging plan to maximize construction efficiency and economy, but are required to fulfill DOT performance standards for temporary impacts.

P-0769-004

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,

P-0769-007

With these two new, smaller bridges, much traffic can be removed from the existing Interstate Bridge. Because the two bridges do not currently exist, they can be built relatively easily without managing traffic flow during construction.

Once these two bridges are in place we can reassess the need for a replacement I-5 bridge. When the need to build a new I-5 bridge arises commuters will be able to rely on the new light rail bridge for uninterrupted commuting. Likewise, trucks will be able to use the “Port Bridge”, making construction of a new I-5 bridge much simpler.

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.

P-0769-005

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.

P-0769-006

The ability to efficiently move freight in the Vancouver/Portland region is critical to the overall health of our economy. As such, the CRC project is designed to improve freight mobility on I-5, as well as make it safer and

easier for trucks to get on and off I-5 to reach businesses and Port facilities. The Freight Working Group, comprised of representatives of the Vancouver-Portland metropolitan area's freight industry, met several times throughout the process to advise and inform the Columbia River Crossing project team about freight issues. In addition to improving freight mobility, the project team has been designing and planning the project so as to provide the greatest possible benefits in downtown Vancouver. Though this project does not include the realignment of truck routes through the downtown, WSDOT and the City of Vancouver are working on numerous projects related to port access. Additionally, if the mainline of the Interstate can better function after the project's opening, a greater number of trucks may use the Interstate, and relieve some of the pressure on the local streets. See Sections 3.1 and 3.4 of the FEIS for detailed discussion of how the project increases freight mobility and access along I-5 and in the region.

P-0769-007

The evaluation of the five alternatives in the DEIS was preceded by an extensive 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. These options were evaluated for whether and how they met the project's Purpose and Need, and the findings were reviewed by project sponsors, the public, agencies, and other stakeholders. Alternatives that included only TDM/TSM strategies, or provided only transit improvements, would provide benefits, but could only address a very limited portion of the project's purpose and need. This extensive analysis 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 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) compared to the toll and transit service levels included in Alternatives 2 and 3. The additional service and higher toll provided only marginal reductions in I-5 vehicle volumes, and they came primarily at the cost of greater traffic diversion to I-205. This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed considerably better on a broad set of criteria.