

From: [Tina Keller](#)
To: [Columbia River Crossing](#)
CC:
Subject: Feedback on the proposed bridge
Date: Tuesday, June 03, 2008 4:13:11 PM
Attachments:



P-0864-001 I think that the single most important aspect of managing our transportation problems is to increase mass transit and allow all of us to become less dependent on the automobile. It is the only thing that makes sense fiscally, and it is the only responsible response to the global warming crisis. Building a 12(!) lane bridge will not buy us anything. Studies have shown that commute time will not decrease dramatically, but that greenhouse gases will escalate dramatically.

P-0864-002 I am a resident of Clark County and work in Old Town Portland. I have ridden mass transit for almost 4 years and tried a variety of options with varied degrees of success. The C-Tran system is too limited for me, so I drive to the Delta Park MAX station and take the Yellow Line in. It is the most economical and time efficient option at the moment.

P-0864-003 I emphatically support the extension of the MAX into Clark County and would love to see it become a key component of our transit program.

Thank you,
 Tina Keller

P-0864-001

The LPA includes light rail transit, bicycle and pedestrian improvements and a new highway toll, as well as highway capacity and safety improvements. The induced growth analysis (summarized in the FEIS, Section 3.4 and detailed in the Land Use and Economics Technical Report and Indirect Effects Technical Report) indicates that the likelihood of substantial induced traffic and 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. The analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce greenhouse gas emissions compared to No-build (see FEIS Section 3.19 and the Energy Technical Report).

P-0864-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0864-003

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.