


**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)   
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 05, 2008 8:54:52 PM  
**Attachments:**

---

Home Zip Code: 98661  
 Work Zip Code: 97201

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- P-0887-001**
1. In Support of the following bridge options:  
 Do Nothing
  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: Yes  
 Kiggins Bowl Terminus: Unsure  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Unsure

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

Comments:

- P-0887-002** All the choices are bad! People need MORE transportation options and government needs  
**P-0887-003** to encourage less auto use. Think global warming and gas prices. I favor congestion tolls

### P-0887-001

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-0887-002

With the introduction of light rail, better bicycle facilities, and a toll, the Average Daily Trips over the bridge will be reduced from the levels expected under the No-Build Alternative. The livability of residents along I-5 will also be improved as a result of greater personal mobility, an improved transit network, an improved network for walking and biking, less traffic cutting through neighborhoods, and the subsequent job creation that is expected to occur as a result of this major investment.

- P-0887-004** | on both bridges--I205 and I5. Maintain or reduce the existing number of lanes. Reallocate  
**P-0887-005** | a lane for shared transit/freight/carpool use. Build light rail across the bridge. Make  
**P-0887-006** | biking and walking a safe option. Encourage businesses to reduce employee driving  
**P-0887-007** | through carpools, vanpools, public transit, flex time, telecommuting, etc. Plant trees and  
 shrubs in the freeway impact zone.

### **P-0887-003**

While there was no standard threshold or standardized methodology for estimating greenhouse gas emissions when the DEIS was being developed, the project team worked with federal and state agencies to develop an appropriate analysis methodology that would allow disclosure of impacts and a comparison of alternatives. The DEIS, Chapter 3, Section 3.19.8, summarized the results of GHG emissions and climate change analysis conducted for the DEIS alternatives. Further detail was included in the Energy Technical Report that was released along with the DEIS.

Following the public comment period on the DEIS, the CRC project team was requested by the Metro Council and Portland City Council to secure independent review of the GHG evaluation conducted for the DEIS. The “Columbia River Crossing Greenhouse Gas Emission Analysis Expert Review Panel Report” (January 8, 2009) describes the activities and findings of the independent review panel. The panel concluded that the GHG evaluation methods and the findings in the DEIS were valid and reasonable. They also found that the findings were likely conservative, and that the LPA would likely reduce GHG emissions even more than estimated in the DEIS. The GHG and climate change analysis in Chapter 3 (Section 3.19) of the FEIS updates the analysis that was in DEIS, but the basic conclusion that the LPA would have lower emissions than No-Build, remains unchanged.

Based on the modeling and analysis, the CRC LPA is expected to significantly increase transit ridership and reduce the number of vehicles crossing the river. This shift toward transit, reduction in auto crossing, reduced congestion, removal of bridge lifts, and lower accident rates, are all factors that contribute to lower CO2 emissions with the project than without it. These factors will also make it easier for the region to meet goals for reducing GHG emissions.

Regarding oil prices, significant increases 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-0887-004**

Tolling was evaluated in the DEIS, and included in the LPA for two important reasons. First, a toll will likely be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service of the facility. Tolling I-205 is not part of this project, but could be implemented separately if Oregon and Washington, in partnership with the Federal Highway Administration, determine it is needed to advance regional transportation objectives.

Regarding the number of lanes, following the selection of the LPA in July

of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, PSC made a final recommendation of 10 lanes for the river crossing. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River. Two of the three directional add/drop lanes are primarily between Marine Drive/Hayden Island and SR 14/Mill Plain Blvd. The project does not propose to add lanes north or south of the project limits.

**P-0887-005**

High occupancy vehicle (HOV) lanes work when they are part of a network, and could potentially be a useful tool in the CRC area if employed as part of a regional plan. The five-mile CRC project by itself is too short in length to provide the true benefits of HOV lanes, but should the region adopt and develop a HOV system, lanes within the bridge

influence area could potentially be striped as part of the network.

The CRC project team has looked at HOV lanes and freight lanes, which are typically located on the inside freeway lane next to the barrier, as part of its technical analysis. Because about 70 percent of the vehicles enter and/or exit I-5 within the five mile study area, access to and from a HOV lane or freight lane could create traffic operational problems by increasing lane changes (for example, HOVs entering the freeway and needing to merge all the way to the inside lane). The results of this analysis is described in more detail in section 3.1 of the DEIS and the FEIS.

**P-0887-006**

Many well coordinated TDM/TSM programs are already in place in the Portland-Vancouver Metropolitan region and supported by agencies and adopted plans. In most cases, the impetus for the programs is from state-mandated programs: Oregon's Employee Commute Options rule and Washington's Commute Trip Reduction law.

The physical and operational elements of the CRC project provide the greatest TDM opportunities by promoting other modes to fulfill more of the travel needs in the project corridor. These include: major new light rail line in exclusive right-of-way, as well as express bus and feeder routes; modern bicycle and pedestrian facilities that accommodate more bicyclists and pedestrians, and improve connectivity, safety, and travel time; park and ride lots and garages; and a variable toll on the highway crossing.

In addition to these fundamental elements of the project, facilities and equipment would be implemented that could help existing or expanded TSM programs maximize capacity and efficiency of the system. These include: replacement or expanded variable message signs or other traveler information systems in the CRC project area; expanded incident

response capabilities; queue jumps or bypass lanes for transit vehicles and other designated vehicles where multi-lane approaches are provided at ramp signals for entrance ramps; and expanded traveler information systems with additional traffic monitoring equipment and cameras.

The CRC project has crafted a multi-pronged TDM program to address capacity demands during construction of the project. The program promotes alternate modes of transportation for those crossing the bridge and includes increased carpool, vanpool and transit options and promotion of pedestrian and bicycle trips.

**P-0887-007**

Reconstruction of I-5 will enable the project to plant trees, shrubs, and groundcover, in or near the project area. In addition, street trees will be included along the light rail alignments. CRC's Urban Design Advisory Group will assist in developing guidelines and provide input to the project about design and landscaping throughout the project area.

The DEIS included an evaluation of how this project would affect emission of greenhouse gases. The evaluation found the project could slightly reduce future emissions by reducing the total number of vehicles crossing the river and by limiting congestion that can lower vehicles' efficiency. The FEIS updates this evaluation and includes various potential measures for providing additional reduction of greenhouse gases (see FEIS Chapter 3, Section 3.19).