

**From:** [juliaharris@alumni.indiana.edu](mailto:juliaharris@alumni.indiana.edu)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 05, 2008 5:36:01 PM  
**Attachments:**

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Home Zip Code: 97239  
 Work Zip Code: 98666

Person:  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck



- P-0915-001**
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: Unsure  
 Kiggins Bowl Terminus: Unsure  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

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 Address: 4045 SW Council Crest  
 Portland, OR 97239

- P-0915-002**
- Comments:  
 Reject all five alternatives. Support a "Climate Smart" crossing. Let's be at the forefront of making transportation projects part of the global warming solution. The alternatives

### **P-0915-001**

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-0915-002**

The LPA includes light rail transit, bicycle and pedestrian improvements, a new highway toll, other TSM/TDM measures, 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

**P-0915-002** must be dramatically modified to give users the ability to drive less--give people more transportation choices. Implement congestion-based tolling of both I-5 and I-205. Build light rail in the crossing. Reallocate a lane for shared transit/carpool use. Create world-class bicycle and pedestrian facilities in the crossing. Increase funding for programs and infrastructure that help businesses support their employees to reduce demand on the transportation system through carpools, vanpools, public transit, flex time, telecommuting, etc. Sequester carbon by planting trees and shrubs in the impact zone.

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 3.19.10 and the Energy Technical Report).