

From: carla476@gmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 10:27:35 AM
Attachments:



Home Zip Code: 97330
 Work Zip Code: 97330

Person:
 Other - travel through the project area

Person commutes in the travel area via:
 Bicycle
 Car or Truck

P-0945-001

1. In Support of the following bridge options:
 Do Nothing
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 Light Rail 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

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Comments:

P-0945-001

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-0945-002

In the last two years, the urgency of the climate crisis has become stunningly clear. We need to take this into consideration with EVERY new project we undertake, especially large public transportation and highway projects. This project needs to be redesigned to expand the capacity and ease of public transportation in the project area, and NOT expand the capacity of single car and truck transport. I would support any necessary repairs to the existing bridge and safety improvements, along with the addition of a separate bridge EXCLUSIVELY for trains, buses, bicycles, and/or pedestrians. NO ADDITIONAL LANES should be added for cars and trucks.

P-0945-002

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 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).