

Hines, Maurice

From: Brian Riley [bgrmosaic@gmail.com]
Sent: Monday, October 24, 2011 11:36 PM
To: Columbia River Crossing
Subject: Just please consider...

P-089-001 | The issue is car traffic and how to alleviate it.

My concern is the easier you make the Columbia River Crossing for car traffic, the more car traffic you invite to use it, (I just don't want to see the region back with the same issue of car traffic 20 years down the line).

P-089-002 | Regarding the light rail extension, There is another way to extend the light rail to Vancouver, alleviate a lot of commuter traffic on the I-5 and increase the service on AmTrak between Vancouver, WA and Portland, OR.

If possible, would love to discuss that solution further, Thank You.

P-089-001

The proposed new add/drop lanes (i.e., lanes that connect two or more interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68% to 75% of I-5 traffic within the project area enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, 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 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. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

P-089-002

Specific suggestions are welcomed through the feedback email listed on the project website at <http://www.columbiarivercrossing.org/ContactUs.asp> or can be discussed by calling the project office. The Record of Decision recognizes the LPA's light rail alignment as the

Selected Alternative for construction. Creative ideas about the design and operation of the system are still welcome.