



From: [Peter Nierengarten](#)  
 To: [Columbia River Crossing](#);  
 CC:  
 Subject: Columbia River Crossing Comments  
 Date: Friday, June 27, 2008 9:15:38 AM  
 Attachments:

- P-0227-001** As a Portland resident and an avid cyclist who has occasionally used the existing I-5 bridge in both the auto lanes and on the bicycle path, I recognize the need for upgraded facilities over the Columbia River. I worry that if new bridges include an increase in the number of auto lanes this will promote urban sprawl in SW Washington, encourage significant increases in the number of Washington autos on Portland surface streets and ultimately degrade the quality of life and the environment in the Portland Metro Area.
- P-0227-002** A new bridge should certainly include significantly improved bicycle and pedestrian facilities, light rail connections with stops for Haden Island and downtown Vancouver and travel lane(s) dedicated for local and express busses. Additionally this bridge must NOT encourage increases in single passenger auto traffic across the Columbia River. This should be accomplished by charging steep tolls for autos crossing the bridge, improving the transit service connections on both sides of the river and on Haden Island, and by limiting the number of total lanes on each bridge to four (at least one of which should be dedicated to busses). A bridge constructed with more than four total lanes would be a significant disservice to and detract from the quality of life for the people of the Portland Metro Area.
- P-0227-003**

Thank you for considering my comments

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The other season of giving begins 6/24/08. Check out the i'm Talkathon. [Check it out!](#)

## P-0227-001

As described in Chapter 3 (Section 3.4) of the DEIS and FEIS, and in the Indirect Effects Technical Report, highway capacity improvements and access improvements can induce development in suburban and rural areas that were not previously served, or were greatly underserved, by highway access. The DEIS outlines a comprehensive analysis of the potential induced growth effects that could be expected from the CRC project. A review of national research on induced growth indicates that there are six factors that tend to be associated with highway projects that induce sprawl. These are discussed in the Indirect Effects Technical Report. Based on the CRC project team's comparison of those national research findings to CRC's travel demand modeling, Metro's 2001 land use / transportation modeling, and a review of Clark County, City of Vancouver, City of Portland and Metro land use planning and growth management regulations, the DEIS and the FEIS conclude that the likelihood of substantial induced sprawl from the CRC project is very low. In fact, the CRC project, 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.

In October, 2008, the project convened a panel of national experts to review the travel demand model methodology and conclusions, including a land use evaluation. The panel unanimously concluded that CRC's methods and the conclusions were valid and reasonable. Specifically, the panel noted that CRC would "have a low impact to induce growth...because the project is located in a mature urban area," and that it would "contribute to a better jobs housing balance in Clark County...a positive outcome of the project". These results are summarized in the "Columbia River Crossing Travel Demand Model Review

Report" (November 25, 2008).

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. Even with a 12-lane river crossing, the model showed only minimal changes in employment location and housing demand compared to the No-Build Alternative.

For a more detailed discussion regarding potential indirect land use changes as a result of the CRC project, including the likely land use changes associated with the introduction of light rail, please see Chapter 3 (Section 3.4) of the FEIS.

#### **P-0227-002**

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-0227-003**

The inclusion of new tolls that manage demand and the inclusion of new light rail will be incentives to carpool and use transit. As mentioned above, by reducing congestion on I-5 and improving travel time reliability on the highway, traffic will be less likely to divert onto local streets.