



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, May 19, 2008 5:55:55 PM
Attachments:

Home Zip Code: 97214
 Work Zip Code: 97212

Person:
 Other - sometimes commute to a satellite office in the Couve

Person commutes in the travel area via:

- P-0410-001**
1. In Support of the following bridge options:
 Supplemental Bridge
 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: No Opinion
 Kiggins Bowl Terminus: No Opinion
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: No Opinion

Contact Information:

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

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Comments:

- P-0410-002**
- Having lived in Atlanta when the toll road was added to GA-400, greatly improving access from the northern suburbs to downtown Atlanta, I believe that the \$2 proposed toll will do nothing to discourage suburban sprawl and single occupancy commuting from

P-0410-001

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-0410-002

Details of the tolling system are still being refined as the project enters the final design stage. The goal of "variable-rate tolling" is to reduce congestion and maximize the flow of traffic through this corridor. A lower toll is charged when traffic demand is lower than when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the

- P-0410-002** Vancouver. When GA 400 was connected to I-85 and tolls were implemented, the tolls were (and remain) 50 cents. That is only 25% of the proposed I-5 tolls, but when this toll was implemented, gas in Atlanta cost just under \$1 per gallon. Gas here is nearly 4 times as much now, and the proposed toll is 4 times as much. Being that most people consider gas to be the majority cost of driving, and the cost of a gallon of gas will be the price comparison to the toll, I believe that \$2 will be too small a toll to significantly cut down on traffic.
- P-0410-003** I would support the supplemental bridge for transit and peds/bikes (as a cyclist, the existing bridge is scary and the bike path connections at the north and south ends are very confusing and do little to encourage new cyclist.) Also, the existing bridge should remain, but tolls added to this bridge to lower demand. I don't believe this option has been studied even though demand on this bridge is already dropping because of increasing gas prices.
- P-0410-004**
- P-0410-005**

world have shown that these fees can help reduce congestion and improve the performance of the roadway.

Regarding sprawl, as described in Chapter 3, Section 3.4 of the DEIS and in Appendix A: Indirect Effects: Induced Growth of the CRC Land Use Technical Report (2008), 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 Section 3.4 of the FEIS. 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. This finding was confirmed by Metro's 2010 run of the MetroScope model. 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).

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-0410-003

A supplemental bridge that only includes improvements for transit and/or bicycles and pedestrians does not meet the CRC project's Purpose and Need. As described in Chapter 1 of the DEIS, the project's Purpose and Need "was developed by relying on previous planning studies, solicitation of public input, and coordination with stakeholder groups."

In addition to calling for improved bicycle, pedestrian and transit connectivity, the Purpose and Need also specifically states the need for improving highway freight mobility, travel safety and traffic operations, and the structural integrity of the existing bridges. These later needs would not be met by a supplemental bridge alternative that only provides for transit and/or bicycles and pedestrians.

P-0410-004

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge

- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

P-0410-005

Regarding tolling, modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's purpose and need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any tolling options must be made by both the Washington and Oregon Transportation Commissions.

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Significant increases in oil prices 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.