



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 9:23:14 PM
Attachments:

Home Zip Code: 97202
 Work Zip Code: 97212

Person:
 Other - Am from Vancouver and visit family there regularly.

Person commutes in the travel area via:
 Car or Truck

- P-0542-001**
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

Contact Information:

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

- P-0542-002** Comments:
 Don't build a new bridge. Charge tolls on the current bridge between Portland and

P-0542-001

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-0542-002

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.

Regarding sprawl, as described in Chapter 3, Section 3.4 of the DEIS

P-0542-002 Vancouver. Tolls would discourage use of the bridge at rush hour. Then, after awhile, revisit the situation. Have the people who use the bridge pay for it. It used to be a toll bridge in the 60's and it worked. We shouldn't promote sprawl now by building a new bridge that creates more congestion and postpones the inevitable need for light rail or other types of alternative transportation. Light rail from Vancouver to Portland would be excellent since most of the traffic is Vancouver folks coming into/out of Portland for employment which means they are going to the same place daily so light rail is especially suited.

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 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.

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 Sections 3.4 and 3.19 of the FEIS.