

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, July 01, 2008 6:53:55 PM
Attachments:

Home Zip Code: 97209
 Work Zip Code: 97209

Person:
 Other - Advocacy Organization



Person commutes in the travel area via:
 Other - Advocacy Organization

- O-033-001**
1. In Support of the following bridge options:
 Replacement 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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- O-033-002**
- The Bicycle Transportation Alliance (BTA) is a statewide non-profit organization that works to open minds and roads to bicycling. We represent bicyclists and the bicycle

O-033-001

Thank you for your comment. 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.

O-033-002

Following the close of the 60-day DEIS comment period and the selection of an LPA, a 10-member governor-appointed panel was formed to advise the Oregon and Washington DOT on project development for the CRC project. The Project Sponsors Council (PSC) was charged with advising the project on completion of the FEIS, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan, as well as they number of lanes on the bridge. The PSC made recommendations after considering technical information, receiving input from relevant advisory groups and reviewing public comments. See Chapter 2 (Section 2.7) of the FEIS for details on the PSC's recommendations and Chapter 6 and Appendix B of the FEIS for a description of public involvement activities that occurred after the DEIS was published.

- O-033-002** industry with over 5,000 members in Oregon and SW Washington, and have seventeen years of experience in bicycle engineering, planning, education and advocacy.
- The BTA has been an active participant in the Columbia River Crossing (CRC) project in order to ensure that the project provides the region with essential transportation infrastructure. We believe that the primary considerations for this project should be building a climate friendly project that is truly multi-modal, doesn't contribute to the increase in vehicle miles traveled (VMT) in the region, doesn't jeopardize funding for other critical transportation projects, and doesn't promote sprawl and drastically increased auto use. For bicyclists and pedestrians, this project must create a world-class bike and pedestrian facility.
- The BTA has strong concerns and conditions that must be met in order for the BTA to support the CRC project moving forward. We demand assurance from the project team and Advisory Committee that local organizations – cities, counties, and metropolitan planning organizations – will have the authority to ensure that their needs are met.
- The BTA's conditions for support are as follows:
- O-033-003** Bridge Size and VMT
The BTA only supports a bridge that will not increase VMT. The current data and analysis does not support this condition being met with a 10 or 12 auto lane bridge.
- O-033-004** The BTA is extremely concerned about interchange design. We believe that interchange sizes should be minimized and engineered to have the least possible impact on local land uses. Bicyclists and pedestrians must be able to safely navigate all interchanges.
- O-033-005**
- O-033-006** Toll Today
Any project will require vast financial resources and the majority of these should be collected through user fees and federal sources. Start navigating the significant federal and state hurdles now in order begin tolling as soon as possible and definitely immediately upon selection of a project design.
- O-033-007** Don't Jeopardize Other Transportation Projects
The region has billions of dollars in transportation needs, as documented in the Regional Transportation Plan. The region has spent an enormous amount of time and gathered significant public input to determine these priorities. The Columbia River Crossing must hold these projects harmless and must not use locally allocated transportation funds.
- O-033-008** Build World-class Bicycle and Pedestrian Facilities
After a year of work, the BTA is advancing a recommendation for a 24-26 foot mixed bicycle and pedestrian facility on the west side of the bridge and 12-14 foot, primarily pedestrian facility on the east side of the bridge. We particularly are calling for high-

O-033-003

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 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.

O-033-004

Since the publication of the DEIS in May of 2008, and the selection of the LPA by local sponsor agencies in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the projects' improvements. Though the project team has been working to stay within the existing right-of-way, some land purchases will be unavoidable. Potential property acquisitions that will be required to

O-033-008 | quality ramps and access onto the west-side path.

O-033-009 | Conclusion

To restate our primary expectations, the BTA wants absolute assurances that a CRC project will not negatively impact the region by increasing VMT, will not strip the region of funding for other important transportation projects, will begin collecting tolls as soon as legally possible, and that will build a world-class bicycle and pedestrian facility.

We have worked closely with many partners and local jurisdictions to ensure that these and many other concerns are moved forward. The BTA's support is dependent upon absolute assurance that local decision-making bodies, including abutting cities, counties, and metropolitan authorities, have binding decision-making authority to move the project forward or veto a project that will not meet the BTA's or other local conditions.

This specific issue of local decision-making authority must be addressed prior to the BTA being able to support any LPA being forwarded.

Sincerely,

Scott Bricker
Bicycle Transportation Alliance
Executive Director

construct the LPA are described in Chapter 3 (Section 3.3) of the FEIS and listed by property in Appendix D.

O-033-005

The CRC project team, in coordination with the CRC Pedestrian and Bicycle Advisory Committee, has looked at improved east-west connections for bicycles and pedestrians at six interchanges in the project area, at Evergreen Blvd, and the 29th and 33rd Street overpasses in Vancouver. A more detailed description of the facilities currently proposed can be found in Chapter 2 (Section 2.2) of the FEIS.

O-033-006

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 will be made by both the Washington and Oregon Transportation Commissions.

O-033-007

As the only continuous north-south Interstate on the West Coast connecting the Canadian and Mexican borders, I-5 is vital to the local, regional, and national economy. The I-5 crossing also provides the primary transportation link between Vancouver and Portland, and the only direct connection between the downtown areas of these cities. As described in the DEIS, serious problems face this important crossing, including growing congestion, impaired freight movement, limited public transit options, high auto accident rates, substandard bicycle and pedestrian facilities, and vulnerability to failure in an earthquake. The fact that other important issues face our communities does not diminish the importance of addressing the problems plaguing the I-5 crossing.

CRC assumes funds allocated to other projects would remain dedicated to those projects, and anticipates needing to find new funds to finance the project. Funding for the project will come from a variety of sources including federal grants that would not be available to other transportation projects in the region, State of Oregon, State of Washington, regional and local sources. In addition, it is assumed that the replacement bridge will be tolled. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.

O-033-008

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.

O-033-009

Thank you for your comment. 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.