

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 10:33:48 PM
Attachments:

Home Zip Code: 97219
 Work Zip Code: 97201

Person:
 Other - Live in Portland

Person commutes in the travel area via:
 Bicycle
 Car or Truck
 Other - never during commute hrs

- P-0759-001**
1. In Support of the following bridge options:
 Do Nothing
 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: bob
 Last Name: williams
 Title:
 E-Mail:
 Address: 5659 SW Texas St
 Portland, OR 97219

Comments:



P-0759-001

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-0759-002

There are many problems with the proposed bridge replacement options. First of all the existing bridges represent valuable infrastructure that should not be wasted in these days of evaporating funds. I strongly support immediate bridge tolls to begin the huge and uncertain process of raising money for improvements. We need to discourage commuting across the bridges rather than encourage it. We need a climate smart solution. Adding more and more traffic is not the answer. There is no reason to think that added capacity will not be immediately consumed; this is a basic principle of freeway expansion. Long distance auto commuting and diesel-fueled long distance trucking are both destined to diminish in the near future and in fact they already are.

A light rail connection, possibly on a new bridge makes sense. Bicycle crossing should be improved and encouraged. The existing bridges should be preserved and upgraded as needed and tolls levied.

P-0759-002

See Chapter 2 (Section 2.6 and 2.7) of the FEIS for discussions of the LPA and the process used to consider a wide range of alternatives, including alternatives that would retrofit the existing bridges over the Columbia River. The LPA currently proposes to retrofit the existing bridges over North Portland Harbor and replace the bridges over the main channel of the Columbia River.

As described in Chapter 3 (Section 3.4) of the DEIS 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 Chapter 3 (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. 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.

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.