



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 04, 2008 10:45:17 AM
Attachments:

Home Zip Code: 97214
 Work Zip Code: 97214

Person:

Person commutes in the travel area via:

- P-0872-001**
1. In Support of the following bridge options:
 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:

,

Comments:

- P-0872-002**
- This is a regional issue. So, while you certainly want to take into account the opinions of those who live &/or work in the bridge area or regularly cross the existing bridge, your equal use of everyone's tax dollars & goodwill make it imperative you plan for regional betterment, not just what will please project area travelers/dwellers.

P-0872-001

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-0872-002

Significant work has gone into developing the CRC project, including an ongoing public involvement effort. The public involvement program includes numerous advisory groups to ensure the values and interests of the community are reflected in project decisions. These groups include representatives of public agencies, businesses, civic organizations, neighborhoods and freight, commuter and environmental groups. Feedback from the general public and advisory groups has been generally supportive of the project, including support for the transit,

- P-0872-003** | This is a huge opportunity to enhance our area's efforts to adapt transportation systems to land use plans for a more sustainable future. If it increases our carbon footprint it will be a hugely expensive faux pas.
- P-0872-004** |
- P-0872-005** | add toll now to fund adding transit asap.

bicycle, pedestrian, highway, interchange, and financing elements of the project. See Chapter 2 (Section 2.7) of the FEIS for more discussion on the process used to develop project alternatives and select a Locally Preferred Alternative.

P-0872-003

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0872-004

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 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. The project's shift toward transit, reduction in auto crossings, reduced congestion, removal

of bridge lifts, and lower accident rates are all factors that contribute to lower CO2 emissions with the project than without it. These factors will also make it easier for the region to meet goals for reducing greenhouse gas (GHG) emissions.

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. The model showed only minimal changes in employment location and housing demand compared to the No-Build.

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-0872-005

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.