



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, June 13, 2008 9:56:37 PM
Attachments:

Home Zip Code: 97202
 Work Zip Code: 97204

Person:

Person commutes in the travel area via:
 Car or Truck

- P-1078-001**
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: Yes
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: Yes

Contact Information:

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

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Comments:

- P-1078-002** The Columbia River Crossing (CRC) Project creates an unprecedented opportunity to plan a transportation project in a way that minimizes its global warming impact. It must be designed and built to reduce carbon emissions and

P-1078-001

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-1078-002

The LPA includes light rail transit, bicycle and pedestrian improvements, a new highway toll, other TSM/TDM measures, as well as highway capacity and safety improvements. The induced growth analysis (summarized in the FEIS, Section 3.4 and detailed in the Land Use and Economics Technical Report and Indirect Effects Technical Report) indicates that the likelihood of substantial induced traffic and sprawl from the CRC project is very low. In fact, because of its location in an already urbanized area, the inclusion of new tolls that manage demand, the

- P-1078-002** other air pollutants below existing levels, re-green the I-5 corridor, and give people more transportation choices so that they can drive less. Therefore, the project must dramatically change its approach and REDUCE future vehicle miles traveled (VMT) at or below today's level.
- P-1078-003** Among the elements which I feel the project has to include are:
- Congestion-based tolling of the both the I-5 bridges and I-205 bridge starting immediately, as a strategy for managing demand as well as a funding mechanism. Use proceeds to fund transit improvements, while adopting pricing mitigation measures for low-income users, such as rebates or income-based exemptions.
 - Building light rail in the crossing by first focusing on extending MAX to Hayden Island and then to Vancouver and dramatically increasing the convenience of public transit on both sides of the river for all users, especially those most dependent on it, by making it quicker, more frequent, and more comfortable.
 - Not increasing the existing number of lanes. According to research by Sightline Institute for every extra one-mile stretch of lane added to a congested highway will increase climate-warming CO2 emissions more than 100,000 tons over 50 years.
- P-1078-004**
- Reallocating a lane for shared transit/freight/carpool use, fixing the current rail bridge to address existing river navigation issues, and increasing shipping by train.
 - Rezoning land appropriately to ensure inclusionary compact development around light rail station areas, future frequent service transit corridors, and other appropriate areas to limit sprawl development. Inclusionary rezoning would require that 30% of the housing be affordable to residents at or below 80% of area median family income.
 - Reducing the number of expensive interchange reconstructions being proposed and phasing them based on ability to fund them and priority.
 - Using communications-based information and electronics technologies to make the system more efficient and safe.
 - Creating world-class bike and pedestrian facilities in the crossing, including dramatic improvements to facilities linking riders and walkers to and from the crossing with the existing network of bike/ped routes both within and beyond the 5-mile project's study area. Specifically this means a two-sided facility that is at least 15-foot wide on each side, and has bikes and pedestrians traveling in the same direction as traffic, or a 24-foot wide facility if it is only one-sided.
 - Dramatically increasing funding for programs and infrastructure that help businesses reduce their employees' demand on the I 5 Freeway system -- through carpools, vanpools, public transit, flex time, and telecommuting..
 - Use most sustainable, least-carbon impact materials and practices for any construction

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 analysis of greenhouse gas (GHG) emissions indicates that GHG emissions from roadways would increase as population increases but that the LPA would be expected to reduce greenhouse gas emissions compared to No-Build (see FEIS Section 3.19.10 and the Energy Technical Report).

P-1078-003

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P-1078-003 | and ongoing maintenance.

P-1078-004 | • Sequester carbon by planting trees and shrubs in the freeway impact zone (within ½ mile on either side of the freeway), and by investing in preservation and expansion of our urban forest regionwide.

P-1078-005 | • Establish a fund of at least 1% of the total project cost for community enhancements (natural resource protection and restoration, health facilities, ventilation systems in most impacted homes, air pollution monitoring, landbanking for affordable housing where needed, etc...) in communities adjacent to the freeway, especially those within a half mile on either side of it to mitigate for the disproportionate negative health impacts caused by the freeway.

Thank you for considering my comments,
Walt Mintkeski
6815 SE 31st, Portland, OR 97202

P-1078-004

The Sightline report refers to a hypothetical highway improvement (adding one general purpose lane, no toll, no high capacity transit, unspecified land use, unspecified real estate markets, and unspecified land use controls). The CRC project-specific analysis of GHG emissions is a much better representation of likely GHG emissions from the CRC project. In addition, the Sightline report (http://www.sightline.org/research/energy/res_pubs/analysis-ghg-roads) inserted a fixed assumption into its spreadsheet model regarding induced growth. They made an underlying assumption that about 85 percent of the traffic using a new highway lane over the estimation period would be trips that would not have occurred if not for that additional capacity. Sophisticated modeling conducted by Metro for the CRC project, as well as the Method Notes for the Sightline report itself, suggest that this may be an extreme over-estimate. The Sightline report appears to have assumed that diverted trips were induced trips in their assumption regarding induced growth. For example, traffic modeling for the CRC project indicates that with improved capacity and reliability on the I-5 crossing (and assuming no toll), the number of auto trips using the I-5 crossing would increase compared to No-build (with a toll the number of trips would decrease). However, most of these "induced" trips are actually "diverted" trips that, under No-build, would have used I-205 instead to avoid the severe congestion and unreliability of the existing I-5 route. These are not new trips, they are diverted trips. Furthermore, this diversion would actually slightly reduce GHG emissions because many of those trips would have a shorter route (resulting in lower VMT) and experience less congestion (resulting in higher fuel efficiency) than if they used the I-205 crossing under a No-build scenario.

P-1078-005

The project is not proposing to provide a community enhancement fund, but the project would provide many community benefits. In addition, the analysis of impacts indicates that the project would not have

significant adverse public health impacts.

The DEIS and FEIS analyses of impacts to air quality, noise, electromagnetic fields, and other factors that can affect human health, are based on comparing the project's impacts to specific standards that have been established to protect public health. Ensuring the project will meet or better these standards is used as a method to determine whether the project will have an adverse effect on human health. The criteria used in the DEIS and the FEIS are based on government regulatory standards where they have been established (such as for criteria air pollutants). Where regulatory standards do not exist, then the criteria are based on government agency guidelines or thresholds established by public health and safety professionals. Modeling conducted for the DEIS and FEIS indicate that air emissions from I-5 traffic will be significantly lower by 2030 than they are today, and will be well below established regulatory standards designed to protect human health (see Section 3.10 of the DEIS and Section 3.10 of the FEIS). Noise impacts from I-5 traffic, with the mitigation proposed for the CRC project, will also be substantially lower than today. Noise from the light rail can be mitigated below FTA's noise impact criteria as well (see Section 3.11 of the DEIS and Section 3.11 of the FEIS).

The DEIS did not explicitly evaluate potential effects on physical activity or obesity. However, the DEIS and FEIS both discuss how the project could affect the surrounding urban form that would increase opportunities for physical activity, including: improved bicycle and pedestrian facilities crossing the river; improved connections between existing and new bike and pedestrian paths and across I-5; the LRT extension and transit stations that support increased pedestrian-oriented development; improved sidewalks in Vancouver; and new pedestrian and bicycle connections crossing I-5. The project would also reduce daily hours of congestion on I-5 compared to the No-Build and provide greatly

improved transit service, both of which decrease the amount of time travelers spend in cars, thus further promoting physical activity.