



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 18, 2008 10:56:01 AM
Attachments:

Home Zip Code: 97217
 Work Zip Code: 97232

Person:
 Other - Live near project area on I-5

Person commutes in the travel area via:
 Car or Truck

- P-1095-001**
1. In Support of the following bridge options:
 Supplemental Bridge
 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-1095-002** *** Begin Tolling both bridges now. ***

P-1095-001

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-1095-002

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

- P-1095-003** 1. You need to create an incentive to use alternate transit routes _today_; Not in 2015.
2. Users need to begin paying for the multi-billion dollar project _today_; Not in 2015.
3. You need to begin internalizing the cost to the environment today and create a (laughably small) disincentive to driving in a single occupancy vehicle to work everyday; Not in 2015.
- P-1095-004** 4. You need to begin complying with Gov. Kulonowski's climate initiatives now; Not in 2015. His Executive Orders are too rigorous to wait 5+ years to get started on.
- P-1095-005** If you are going to build a multi-billion dollar project that will incentivize detrimental & unhealthy behaviors in our region, you need to take responsibility and proactively send the message you want to project. Now. Not 2009.
- Thank you! Keep up the great work.
- *** Begin Tolling both bridges now. ***
- P-1095-006** Also, please better consider the public health impacts of the project: Air Quality, Environmental Justice (decent job so far), Safety, Noise.
- (p.s. I am already receiving monthly updates)

P-1095-003

See discussion of establishing tolls prior to CRC project construction, above.

P-1095-004

Please see the climate change discussion in the FEIS, Section 3.19.10.

P-1095-005

Please see responses above regarding greenhouse gas emissions and below regarding tolling.

P-1095-006

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

Conducting a “human health impact assessment”, beyond the analysis that has already been done for the DEIS and the FEIS, would offer very little new substantive information that would help inform decision-making, decrease adverse health impacts, or further improve human health benefits.