

**From:** [Russ & Becky](#)  
**To:** [Columbia River Crossing:](#)  
**CC:**  
**Subject:** ARNADA Neighborhood Association"s CRC Recommendations  
**Date:** Thursday, June 19, 2008 4:11:39 PM  
**Attachments:**

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The Arnada Neighborhood Association (ANA) has been actively involved in the Columbia River Crossing (CRC) project from its inception. We have worked to stay informed about the project and have appreciated the open dialog the CRC staff has had with us all along. Now that the Draft Environmental Impact Statement (DEIS) has been released we appreciate the opportunity to provide formal comment.



The following comments were presented by the ANA board to the general membership via email and our newsletter prior to our June 12th general meeting. At the meeting we amended and then voted for approval by 46 ANA residents, property owners and business owners who attended. Due to the complexity of the project and diverse opinions in ANA we voted separately for each issue; results are listed after each issue. (Due to late arrivals and early departures there is variance in total votes from issue to issue.)

The ARNADA NA is pleased that the CRC project is looking at more than just a highway project. We believe that a multi-modal solution is the best choice because it provides more options for traveling in the I-5 corridor. Besides highway improvements and the addition of High Capacity Transit (HCT) ANA would like to see this project deliver world class bicycle and pedestrian facilities and not just on the bridge, but the entire HCT alignment, all transit stops and all interchanges in the bridge influence area. Recent studies show that pedestrians and cyclists have a limited acceptable access distances. We live within them for the proposed alternatives and we need the project designed to enhance that access.

ARNADA is one of the few neighborhoods in Vancouver that will be affected by any of the five alternatives and we will be frequent users of the bridge and public transit. We are the first residential neighborhood north of and adjacent to downtown Vancouver. We think our input should be weighted accordingly.

Goals that our Neighborhood Association wants accomplished are:

- Minimizing peak hours SOV use through the corridor.
- Preservation of the historical qualities and livability of ARNADA.
- Reduction in the fumes we experience from idling vehicles on I-5.
- Reduction in the noise we experience from I-5.

### 1. Bridge Options

The ANA prefers the Replacement over Supplemental Bridge. To take on a project of this magnitude and not eliminate bridge lifts is inappropriate.

**In favor of a replacement bridge vote count was 39 in support, 0 opposed and 0 abstained.**

### 2. I-5 Lane Additions

We would like to see the footprint of the bridge and its associated freeway lanes and interchanges minimized. We would like to see the bridge no wider than 5-lanes each way (including auxiliary lanes). The DEIS shows that reduced capacity (the Supplemental bridge) can still meet the purpose and need. In addition, ANA believes that the project team has underestimated how quickly the highway improvements will be fully congested again with pollution generating vehicles. One less lane each way amounts to about 15% fewer vehicles idling next to our neighborhood; a substantial improvement in our thinking.

**In favor of 5 lanes versus 6 vote count was 24 in support, 4 opposed and 6 abstained.**

### 3. Neighborhood Road Impacts

Although the nature of the interchange improvements were not specifically called out in the DEIS, ANA would like to comment on the two of them adjacent to us, Mill Plain and Fourth Plain. Several years back state Route 501, running in and out of the Port of Vancouver, was shifted from Fourth Plain to Mill Plain after the completion of the Mill Plain extension. While that change has shifted an appreciable amount of truck traffic to Mill Plain, we are still burdened by heavy truck traffic on Fourth Plain. To help encourage trucks to use the designated truck route (Mill Plain) ANA would request that the Fourth Plain and Mill Plain interchanges be designed in such a way that Fourth Plain will be more conducive to automobile traffic while Mill Plain be designed to encourage truck traffic. In addition, large truck traffic could be prohibited on Fourth Plain, or disincentives implemented to discourage truck traffic on Fourth Plain. Although 39<sup>th</sup> Street is north of ARNADA we do not want to see the other west side neighborhoods carved up by a major truck arterial. We want the same treatments for 39<sup>th</sup> as for Fourth Plain.

**Regarding road impacts vote count was 26 in support, 1 opposed and 5 abstained.**

#### 4. HCT Transit Mode

ANA prefers Light Rail over Bus Rapid Transit for several reasons.

- It reduces the number of transit vehicles passing through our neighborhood hourly
- Generates less noise in the neighborhood
- Provides better air quality
- Eliminates a transfer at the Expo center which will increase ridership
- It is a less expensive way to provide mass transit once in place

Regardless of which transit mode is chosen, ANA expects the CRC project to design and deliver state of the art transit stops which enhance access, ensure security for the riders and our neighborhood, and creates a sense of community that reflects the people of ANA and Vancouver. Amenities must include quality lighting, CCTV monitoring, clear and open sight lines, plenty of secure bike

parking, landscaping and artwork. Transit and its structures need to match the historical qualities of our neighborhood. ANA is very supportive of Crime Prevention Through Environmental Design (CPTED) and expects CRC, C-Tran and the Vancouver Police department to work together actively with the community to implement state of the art designs at all transit stop. ANA is ready to actively participate in the design effort.

**The vote count was 35 in support of Light Rail and 8 in favor of Bus Rapid Transit.**

### 5. HCT Transit Terminus

ANA has no preference with regard to alignments south of Mill Plain.

We believe that to see the greatest benefits and attract the most riders, beyond just moving commuters through Vancouver, HCT needs to be located along primary mixed use corridors and readily accessible to everyone along those corridors. The Lincoln terminus would enhance ridership by reducing the number of people who would need to transfer from C-Tran buses to light rail. It will greatly expand the number of light rail riders who can access their ride by foot and bikes.

**Preferred terminus vote count was 22 in support of Lincoln, 17 in favor of Clark College MOS, one in favor of Mill Plain MOS and one in favor of Kiggins Bowl.**

We also believe that our neighborhood will experience an unacceptable flow of bus traffic to the light rail terminus if the Mill Plain MOS is chosen. We believe that the Mill Plain MOS will negatively impact usage of public transportation. We do not believe the massive parking structures needed for the Mill Plain MOS are a good use of the valuable land in downtown Vancouver. **We actively oppose the Mill Plain MOS. The vote count was 39 in support, 2 opposed and 0 abstained.**

ANA does not support placing HCT along I-5 and therefore cannot support the Kiggins Bowl terminus. The I-5 alignment bypasses virtually all commercial/

mixed use zones and places it adjacent to predominately R-9 (single family) property. This would give little opportunity for transit oriented development without major rezoning that is currently not in Vancouver's comprehensive plans. In addition, ANA believes that placing an isolated transit stop at freeway level, away from the watchful eyes of the community will surely increase the possibility of criminal activity and reduce ridership.

**We voted to oppose the Kiggins terminus: The vote was 30 in support, 4 opposed and 0 abstained in our motion to oppose Kiggins.**

## 6. HCT Transit Alignments

If the Clark College MOS or Kiggins Bowl terminus are selected, ANA prefers 16th Street over McLoughlin Blvd because that alignment places HCT more centrally between McLoughlin and Mill Plain, an area which were recently rezoned to City Center Commercial and has been identified for mixed-use development in the newly adopted Vancouver City Center Vision.

**Preferred alignment to Clark College (or to Kiggins if it is selected against our preference) 27 in favor of 16<sup>th</sup> street, 6 in favor of McLoughlin and 8 abstained.**

If the Lincoln Terminus is selected ANA does not have a strong preference on alignments with many abstaining on this issue.

**Voting for alignments to Lincoln was 18 in favor of a Main/Broadway couplet, 4 in favor of 2-way on Broadway and 20 abstained.**

We have a concern that HCT lanes and stations will remove parking on Main and/or Broadway and negatively impact businesses there. It will force customers and those living in multi-family buildings on Broadway to park in ARNADA and Hough neighborhoods. We request that the HCT project acquires property to convert to parking. This must maintain the existing number of spaces on the two streets.

**The vote count was 22 in support of maintaining parking, 8 opposed and 8 abstained.**

#### 7. Mitigation/Enhancements/Construction/Tolling

Required all trucks and off-highway diesel construction equipment be fitted with the same pollution controls which will be required on over the road vehicles. Require low emission construction equipment also included the use of clean/ low sulfur fuels during construction and transport of materials and equipment for the project.

Enhanced east-west pedestrian and bike connections crossing I-5 with safe, well lit routes.

Full sound and vibration mitigation from both the freeway and HCT

Full support for our commercial and retail members along Broadway and Main Streets to mitigate any construction related business interruption. ARNADA residents value our proximity to the business district on Main and Broadway Streets. We support the businesses and want them made stronger by the CRC project and not burdened by its construction.

Bridge tolls should be phased out for off peak hours and maintained for peak hours to encourage car pools and public transportation.

**Voting for Mitigation/Enhancements/Construction/Tolling was 26 in support, 1 opposed and 5 abstained.**

Sincerely,

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