



From: dave@coriofrei.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 04, 2008 11:12:37 PM
Attachments:

Home Zip Code:

Work Zip Code:

Person:

- Lives in the project area
- Works in the project area
- Owns a business in the project area

Person commutes in the travel area via:

- Bicycle
- Bus
- Car or Truck
- Walk

1. In Support of the following bridge options:

Replacement 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: Yes

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

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Last Name: Frei

Title:

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Vancouver, WA 98663

Comments:

I would like to thank you for this opportunity to comment on the Columbia River Crossing Draft Environmental Impact Statement (DEIS).

Bridge Options

I prefer a Replacement over Supplemental Bridge. To take on a project of this magnitude and not eliminate bridge lifts is inappropriate. I would also like to see the foot print of the bridge and its associated freeway lanes and interchanges minimized. I believe that the bridge should be no wider than 5-lanes each way (including auxiliary lanes). The Supplemental bridge option presented in the DEIS shows that the reduced capacity option can still meet the purpose and needs of the CRC project. In addition I believe 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 ~15% fewer vehicles idling next to my neighborhood which is located just west of the interstate in Vancouver which is a substantial improvement in my way of thinking.

Although the nature of the interchange improvements were not specifically called out in the DEIS I would like to comment on the Mill Plain and Fourth Plain intersections. Several years back state Route 500, 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. That change has shifted and appreciable amount of truck traffic to Mill Plain but my neighborhood (Arnada) is still burdened by a good amount of truck traffic on Fourth Plain. To help encourage trucks to use the designated truck route (Mill Plain) I 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 is designed to encourage truck traffic.

HCT Transit Mode

I prefer 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 increases ridership

Regardless of which transit mode is chosen, I expect the CRC project to design and deliver state of the art transit stops that enhance access, ensure security for the riders and our neighborhood, and create a sense of community that reflects the community.

Amenities must include quality lighting, CCTV monitoring, clear and open sight lines, plenty of secure bike parking, landscaping and artwork. I am very supportive of Crime Prevention Through Environmental Design (CPTED) and expect 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.

HCT Transit Alignments

I have no preference with regard to alignments south of Mill Plain. After looking at the alignment-terminus combinations north of Mill Plain, I support the following (in order of preference):

- 2-way Broadway(north) to the Lincoln terminus
- Two-way on 16th Street to the Clark College MOS
- Two-way on McLoughlin Blvd to the Clark College MOS
- The Mill Plain MOS

I believe that to see benefits beyond just moving commuters through Vancouver, HCT needs to be located along primary mixed use corridors and readily accessible to everyone along that corridor. Given that I do 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 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 plan. In addition I believe 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.

Mitigation/Enhancements

- Required all off-highway diesel construction equipment be fitted with the same pollution controls which will be required on over the road vehicles.
- Enhanced east-west connections across the freeway.
- Full sound mitigation from both the freeway and HCT