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Subject: DEIS Document Viewer Feedback
Date: Monday, May 05, 2008 11:53:07 AM
Attachments:

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 Section: 3.1 Transportation
 Page: 3-35

Comment or Question:

- P-0061-001** A beautiful 19th century solution for 21st century transportation needs. You forecast a 30 percent increase in vehicle traffic yet do not propose any additional auto/truck lanes. You also assume commute back and forth to work like my grandfather did. But he never stopped after work to shop, workout, or attend a child's after school activity. It is a constant irritant that I can see Oregon from Ridgefield but can not get there without going through Portland. Lots of luck getting taxpayer support.
- P-0061-002** Furthermore, your draft EIS does not address the chaos that the actual building will create in Vancouver. My guess is that downtown commerce will die during the two years of traffic disruption and lane closures.

P-0061-001

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. Currently, 135,000 vehicles cross the Columbia River on the Interstate Bridge which leads to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

The improvements proposed by the project to the highway and seven interchanges, including the addition of auxiliary lanes between interchanges, will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

P-0061-002

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities. Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary

access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.