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To CRC comments on EIS report.
A new interstate bridge over the Columbia river needs to be a safe utilitarian structure. It doe not need to satisfy someone's aesthetic perception. However, a new bridge won't reduce congestion to the south of the bridge on the Oregon side of the river.
Light rail appears to be the certain choice for rapid transit. Once the rails are laid they will be permanent. Bus rapid transit is a better choice.
Your plan to put the transit terminals in Vancouver neighborhoods doesn't make sense since a greater population lives outside of old Vancouver. This idea is stupid.
How will bringing commuters from miles away (east, north, west or south) into Vancouver reduce congestion on those roads? According to the EIS report light rail will reduce air pollutants by 30 to 90 percent in the year 2030 (but not in the sub-areas where the terminals are located.) I can hardly wait! But wait, the reduction in pollution will occur because of cleaner fuel NOT BECAUSE of LIGHT RAIL.
An increase of 2000 to 5000 more auto trips per day , perhaps a Lincoln terminal, would increase air pollution, water run-off to Burnt Bridge Creek, pollution of the Wash. St water well, would increase crime, would increase noise in this area from idling autos, would endanger school children, would increase parking on neighboring streets. With no mitigation for the neighborhood indicated.
As for actual construction of roads and facilities there are of course better business practices written on a piece of paper without enforcement these rules are useless.
I've been subjected to this mess three times since I moved here in 1950. During the construction of Pacific Pointe Apt. the neighboring houses were shaken and rattled without abatement. Objects fell from shelves. Three of us on this street have had our windows replaced (our cost) after that and I've had one ceiling repaired with two to go. During the road work close to 45th and main clouds of dust rose over the neighborhood with a water truck parked near but largely unused and unmanned. Lastly, last year my parents home was torn down and thrown away so people's right to drive where they chose could be accommodated, nice.
It's not just to expect a neighborhood to be forced to live with more air pollution, more crime, more noise. It's sad that you would shove this into ANY neighborhood.
The Washington Policy Center lists five principles of responsible transportation policy. The second principle states that policies should improve the freedom of citizens to LIVE and work where they choose. Building a terminal one block from my home will inhibit the livability of the home I chose to live in so many years ago. The people's right to travel where they choose is clearly at odds with my right to live where I choose.
As I type this the sun is shining, an errant breeze is sighing through the trees wafting the sweet licorice fragrance of the wall flowers into the house, the mourning doves are mourning and the bumble bees are bumbling.
A transit terminal would be terminal to peace and quiet in any neighborhood. Why would you want to destroy a neighborhood "for a socialistic benefit where, supposedly, a greater collective good is created"?
Last phrase taken from second principle from the Washington Policy Center.
Regards, Jeannine DeGagne

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JUN 27 2008
Columbia River Crossing

P-0533-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0533-002

The Oregon Department of Transportation (ODOT) completed Phase I construction of the I-5 Delta Park widening project in fall 2010. Phase I of the project involved widening I-5 and lengthening the entrance and exit ramps at Victory Boulevard and Columbia Boulevard. Phase II involves improving local streets and will begin when funding is secured. Phase I of the Delta Park project widened the current 2-lane segment of southbound I-5 to 3 lanes. There are currently no immediate plans to widen I-5 south of Delta Park. Neither the CRC project nor the Delta Park projects are intended to address the southbound traffic congestion that currently exists near the I-5/I-405 split. However, traffic analyses show the congestion at the split will not be worsened because of the Columbia River Crossing project. The main reason is that fewer cars are expected to cross the river with a project in 2030 than without a project. This is due to the provision of improved transit service and tolling.

Beyond the CRC and Delta Park projects, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended a comprehensive list of modal actions relating to: additional transit capacity and service; additional rail capacity; land use and land use accord; transportation demand/system management; environmental justice; additional elements and strategies (such as new river crossings); and financing. RTC and Metro are tasked with initiating recommendations as part of their regional transportation planning role. Examples of current efforts include RTC's evaluation of future high-capacity transit in Clark County, and evaluation of needs for future river crossings. Regional planners have investigated solutions to existing bottlenecks at the I-5 connections with I-405 and I-84. ODOT is responsible for conducting ongoing studies to identify other

congestion problems on I-5 in Oregon that may need to be addressed in the future.

P-0533-003

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-0533-004

The DEIS and FEIS note that the greatest decrease in emissions by 2030 will be due to projected changes in vehicle technology and fuels. As discussed in Chapter 3 (Section 3.10) of the FEIS, the project will reduce regional air emissions and reduce emissions in sub-areas relative to existing conditions and all projected emissions will be well within relevant air quality standards.

P-0533-005

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0533-006

Throughout the planning process and through construction, the CRC project is committed to minimizing construction related environmental effects. Potential temporary effects, and potential measures to avoid/reduce those effects, were described in each section of Chapter 3 of the DEIS. Measures the CRC project proposes to mitigate these effects are described in each section of Chapter 3 of the FEIS. These mitigation measures have been developed through consultation with federal, state, and local agencies, and community stakeholders. These measures are intended to ensure that construction activities will comply with regulatory requirements and will minimize impacts to people living and working in the project area during construction.

P-0533-007

See discussion of chosen transit terminus, above.

Regarding crime, the CRC project is using design strategies that have been proven to reduce the potential for crime at stations and on trains. In addition, CRC has received input from advisory groups, jurisdictions, and the public to design a system that will enhance safety and security. Recommendations include, but are not limited to, locating stations near residential and commercial buildings, controlling pedestrian access to

stations through the strategic placement of entrances and exits, fencing, lighting, and landscaping, lighting stations so that all activity is easily visible, and designing a clear line of sight into and out of the station. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Safety will be designed into every phase of the project.

The CRC project is working with the City of Vancouver and Portland police, C-TRAN and TriMet security to guarantee passenger safety at stations and Park and Ride facilities, as well as on light rail trains. The project team has developed a security plan for the transit component of the project, which outlines a variety of potential safety measures, including, working with local government to develop supportive land-uses near transit stations, enforcing fare payment, installing Closed-Circuit TV (CCTV) at light rail stations, Park & Rides, and on trains, and patrolling stations and trains by Transit security and local police officers. For more information about how safety and security associated with light rail is being addressed in by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

P-0533-008

See discussion of selected transit terminus, above.