



**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:**

**N-010-001** 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.)

**N-010-002** 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.

### N-010-001

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

### N-010-002

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

**N-010-003** 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.

**N-010-004** 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.**

**N-010-005** 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.**

**N-010-006** 3. Neighborhood Road Impacts

**N-010-003**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The project team has worked extensively with the Arnada Neighborhood Association both prior to and after publication of the Draft Environmental Impact Statement (DEIS). We look forward to continued discussions about neighborhood goals as the project progresses.

**N-010-004**

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.

**N-010-005**

The proposed new add/drop lanes (i.e., lanes that connect two or more

**N-010-006** 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.**

**N-010-007** 4. HCT Transit Mode

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

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

**N-010-008** 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

interchanges) are used to alleviate safety issues associated with the closely spaced interchanges in the project area and are not designed to increase capacity generally on I-5. 68 to 75% of I-5 traffic enters and/or exits I-5 within the CRC project area, and these add/drop lanes provide space for this traffic to do so without disrupting cars and trucks traveling to destinations further north and south of the project area. The project does not propose to add lanes north or south of the project limits.

The DEIS evaluation found that the project, with a toll and light rail, would actually reduce the total daily volume of traffic using the I-5 and I-205 river crossings by approximately 3%. The FEIS analysis of the project has been updated to include an evaluation of how the CRC project would affect Vehicle Miles Traveled (VMT) (see Chapter 3, Section 3.1). Rather than inducing sprawl, the CRC project will likely reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. In 2010, Metro ran the MetroScope model (an integrated land use and transportation model) to forecast growth associated with transportation improvements of a 12-lane river crossing and light rail to Clark College. The model showed only minimal changes in employment location and housing demand compared to the No-Build. For more information see FEIS Chapter 3, Section 3.4.

**N-010-006**

The Columbia River Crossing project includes improvements to the Mill Plain and Fourth Plain interchanges. Improvements to these interchanges are an opportunity for "truck-friendly" design including lengthening acceleration and deceleration distances, reducing grades, reducing super-elevation on curves, and adding the horizontal and vertical clearances needed for current and projected vehicles sizes. Truck-friendly design preserves ramp, mainline, and intersection capacity for general purpose and truck traffic. In addition to improved

**N-010-008** 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.

**N-010-009** **The vote count was 35 in support of Light Rail and 8 in favor of Bus Rapid Transit.**

**N-010-010** 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/

capacity and operations there is a safety benefit for trucks and general purpose traffic with truck-friendly design. Design alternatives that incorporate truck-friendly design add capacity to the system, preserve the investment in mainline capacity, and improve the safety and comfort of all drivers.

Mill Plain Boulevard (SR-501) is designated as a truck route by WSDOT classification and will continue to service the majority of the truck traffic in the future. However, the City of Vancouver does not prohibit trucks on arterial roadways, including Fourth Plain Boulevard, and future forecasts include trucks using both Mill Plain Boulevard and Fourth Plain Boulevard to reach the Port of Vancouver. For additional discussion on limiting truck use on Fourth Plain Boulevard, please contact City of Vancouver representatives.

**N-010-007**

Thank you for your comment. 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.

**N-010-008**

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

**N-010-010** 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.**

**N-010-011** 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.

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 also working with the City of Vancouver and Portland police and C-TRAN and TriMet security to promote passenger safety at stations and park and ride facilities, as well as on light rail trains.

Measures to increase public safety on and near light rail could include enforcing fare payment; installing closed-circuit TV at light rail stations, park and 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 by the CRC project, see Chapter 3 (Section 3.1) of the FEIS.

**N-010-009**

Please see response to comment N-010-007

**N-010-010**

Please see response to comment N-010-007

**N-010-011**

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. VWG explored McLoughlin, 16<sup>th</sup> Street and 17<sup>th</sup> Street as possible alternative east/west connections, the latter having not been analyzed in the DEIS. Following approximately 5 months of coordination, in addition to public open houses and walking

- N-010-011** | **The vote count was 22 in support of maintaining parking, 8 opposed and 8 abstained.**
- N-010-012** | 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.
- N-010-013** | Enhanced east-west pedestrian and bike connections crossing I-5 with safe, well lit routes.
- N-010-014** | Full sound and vibration mitigation from both the freeway and HCT
- N-010-015** | 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.
- N-010-016** | 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,

Russ Pascoe

Chair, ANA

tours, the VWG was nearly evenly split on the 17th Street or McLoughlin alignment as the east/west connection to the Clark College Park and Ride. The 16th Street alignment was dropped from considerations due to cost, speed and safety considerations.

Upon learning about the VWG's split vote of the east-west alignment, members of City of Vancouver Council and C-TRAN's Board of Directors directed CRC staff to more thoroughly investigate both the McLoughlin and 17<sup>th</sup> Alignments. From November 2009 until February 2010 CRC project staff conducted extensive technical work and public outreach regarding the alignment options. Based on this additional research and public input, the City of Vancouver City Council and C-Tran Board of Directors voted to adopt the 17th Street alignment.

This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

A 420-space park and ride station is proposed for Mill District, between Washington and Main Streets between 15th and 16th Streets. Current plans include ground floor retail in the the park and ride.

#### **N-010-012**

Thank you for the suggestion. We have also been encouraged to require such emission controls by residents of Hayden Island. There are already requirements for low-sulfur fuels. The project has been looking into how to require ultra-low-sulfur fuels. However, this requirement would put smaller, local contractors at a disadvantage. The project is working on how to both lower construction related emissions and utilize local contractors.

#### **N-010-013**

The CRC project team, in coordination with the CRC Pedestrian and

[russ.bec@gmail.com](mailto:russ.bec@gmail.com)

(360) 993-5259

400 E 22nd Street Vancouver, WA 98663-3205

Bicycle Advisory Committee, has looked at improved east-west connections for bicycles and pedestrians at six interchanges in the project area, at Evergreen Blvd, and the 29th and 33rd Street overpasses in Vancouver. A more detailed description of the facilities currently proposed can be found in Chapter 2 (Section 2.2) of the FEIS.

#### **N-010-014**

Please see Chapter 3 (Section 3.11) of this FEIS for a discussion of proposed noise and vibration mitigation measures. With mitigation, the LPA Full-Build highway noise impacts are reduced to 78, 192 fewer than the No-Build traffic noise impact of 270. With mitigation, no adverse moderate or severe transit noise impacts or vibration impacts are expected.

#### **N-010-015**

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.

**N-010-016**

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.