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Columbia River Crossing

July 1, 2008
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Mr. Doug Ficco, Project Co-Director
Mr. John Osborn, Project Co-Director
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98663

Dear Mr. Ficco and Mr. Osborn:

L-020-001 At the meeting of the Clark College Board of Trustees on May 19, 2008, the Board passed Resolution No. 134, recommending that ALTERNATIVE 3: Replacement Bridge with Light Rail, as described in the Draft Environmental Impact Statement, be included in the development of a Locally Preferred Alternative (LPA).

L-020-002 Clark College understands that one of four options for a light rail terminus will be recommended in the LPA. Clark College does not offer a specific recommendation on the choice of light rail terminus. If the option of the Clark College Minimum Operable Segment (MOS) is chosen, Clark College will support this choice, provided the conditions described below are met:

- L-020-003** 1. Appropriate measures are taken to insure the safety of Clark College students and other pedestrians accessing College facilities on either side of Fort Vancouver Way.
- L-020-004** 2. Appropriate measures are taken to minimize traffic volume and congestion on Fort Vancouver Way and East McLoughlin Blvd. resulting from the project.
- L-020-005** 3. Sufficient security measures are taken to safeguard Clark College students and employees and College property from any increase in crime resulting from the introduction of the light rail terminus in Central Park.
- L-020-006** 4. Steps are taken to safeguard College-owned parking facilities and City-owned on-street parking adjacent to the College from infringement by users of the light rail system. If a parking fee is charged at a Park and Ride

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L-020-001

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.

L-020-002

Clark College was selected as the transit terminus associated with the LPA. Please see Chapter 2 of the FEIS for more information.

L-020-003

While no specific intersection improvements are slated for Fort Vancouver Way, both Mill Plain and McLoughlin Boulevard would feature improvements to bicycle and pedestrian mobility, which would improve overall pedestrian movements throughout the area. Chapter 2 of the

Mr. Doug Ficco
 Mr. John Osborn
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- L-020-006** facility located on Clark College or City of Vancouver property on or in the vicinity of the former WSDOT Visitors Center, Clark College will need to develop a parking permit system for its students. Clark College should be appropriately compensated for the cost to implement this system.
- L-020-007** 5. Clark College is compensated at current fair market value for any loss of property resulting from the project.
- L-020-008** Clark College expects that access to the proposed Park and Ride facility will be closed from East McLoughlin Blvd. to minimize increased traffic volume resulting from the project. Clark College expects that access to the Park and Ride facility from the south along East Mill Plain Blvd. and northbound I-5 will be provided via an auxiliary lane adjacent to I-5. The College expects that access from the north will be restricted to Fourth Plain Blvd. and the I-5 interchange at Fourth Plain Blvd.
- L-020-009** Clark College expects that the Clark College MOS light rail terminus, if selected, will be oriented in a northerly direction adjacent to the Park and Ride lot to facilitate future connections to an eastern and/or northern light rail segment.
- L-020-010** Clark College commends the Columbia River Crossing Task Force and the Columbia River Crossing staff for the time and hard work devoted to this project to date. As Vancouver Mayor Royce Pollard noted in his 2008 State of the City Address, "The stakes are not just local, but also regional, statewide, national and even international." Clark College believes, as the mayor noted, that the proposed project will support the future economic viability of our region well into this century and beyond.

Sincerely,


 Robert Knight
 President

Enclosure

FEIS includes information on bicycle and pedestrian improvements to the Mill Plain Interchange, and improvements on McLoughlin Boulevard along with the transit alignment.

L-020-004

The CRC project modeled how drivers would access the three proposed park and ride lots in Vancouver during the morning peak commute. Two of the three park and rides – Clark and Columbia – are located adjacent to major thoroughfares (I-5 and SR 14). The Mill Park and Ride, though not adjacent to I-5 or a state route, is located between two major arterials, Mill Plain and Fourth Plain Boulevards. This modeling confirmed the majority of drivers (70%-95%) would access the Park and Rides from major roads including I-5, SR 14, SR 500, Mill Plain and Fourth Plain, not local streets. The Lincoln Park and Ride is not part of the LPA.

L-020-005

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 also working with the City of Vancouver and Portland

RESOLUTION NO. 134

A RESOLUTION of the Board of Trustees of Clark College, Community College District 14, State of Washington, providing direction to the Columbia River Crossing Project on the development of a locally preferred alternative.

WHEREAS the Columbia River Crossing project seeks to address problems on the Interstate 5 corridor between State Route 500 in Vancouver, Washington, and Columbia Boulevard in Portland, Oregon, including: growing travel demand and congestion; impaired freight movement; limited public transportation operation, connectivity, and reliability; safety and vulnerability to incidents; substandard bicycle and pedestrian facilities; and seismic vulnerabilities; and

WHEREAS the Columbia River Crossing project is committed to implementing the principles of sustainability into project planning, design, and construction in order to improve the natural environment and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS the Columbia River Crossing Task Force has identified five alternatives to address problems in the Columbia River Crossing corridor;

BE IT HEREBY RESOLVED that the Board of Trustees of Clark College, Vancouver, Washington, recommends the following alternative identified in the Columbia River Crossing draft environmental impact statement:

Alternative 3, Replacement Crossing with Light Rail

ADOPTED by the Board of Trustees of Clark College at its regular meeting held May 19, 2008.

SIGNED AND APPROVED by the Chair of the Board and the President of Clark College this 19th day of May 2008.

CLARK COLLEGE
COMMUNITY COLLEGE DISTRICT 14
By:

Rhona Sen Hoss
Chair, Board of Trustees

ATTEST:

ROBERT K. KNIGHT
President, Clark College
Secretary, Board of Trustees

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5/19/08

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.

L-020-006

The final details of how the parking facility would be managed at Clark College have not yet been entirely resolved, although it is not expected that a fee would be charged to use the facility. The City of Vancouver and Clark College have adopted a parking management plan for Central Park that has and will continue to guide decision making. For more information on the facility and potential mitigations for associated impacts, see Chapter 3 (Section 3.1) of the FEIS.

L-020-007

Since the publication of the DEIS in May of 2008, and the selection of the LPA by project partners in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the project's improvements. Though the project team has been working to stay within the existing right-of-way, some property acquisitions will be unavoidable. Property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Following the publication of the FEIS, property owners will be notified of impacts to their property and acquisition negotiations will begin.

L-020-008

Current plans include access to and from the Clark Park and Ride from a new ramp connecting to Fourth Plain Boulevard, as well as a fully signalized intersection with McLoughlin Boulevard. For information on park and ride locations and access, please see Chapter 2 (Section 2.2) of the FEIS.

L-020-009

The terminal light rail station will be located in the center of McLoughlin Boulevard. For more information on this design, please see Chapter 2 (Section 2.2). The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov. Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

L-020-010

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