

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 8:51:42 PM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98660

Person:

Lives in the project area
 Works in the project area
 Commutes through the project area

Person commutes in the travel area via:

Car or Truck
 Walk

P-0737-001

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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

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P-0737-001

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.

Comments:

Comment Response to CRC DEIS, June 2008

P-0737-002 Bridge Preference: Replacement, with 3 lanes each way plus only the number of lanes needed for safe entry and exit from the freeway. Pedestrian and bike crossing that invites use. Mass transit on bridge situated in such a way as to enjoy the view (ie, transit in a box sounds confining and blocked off from seeing the river and the mountains.)

P-0737-005 Transit Mode Preference: Light rail, with security issues actively addressed (perhaps a new approach to ticketing.)

P-0737-006 Alignment and Terminus Preference: I have only been studying the alignment options that affect my neighborhood the most, so I don't have a preference on the alignment south of Mill Plain. Once it gets to McLoughlin, I prefer it being on Broadway. At this time, my preference is for a Clark College terminus because that space can better handle the size of parking lot needed for a terminus. Also, the impact of high capacity transit and a terminus in the Lincoln neighborhood would be huge. We are still trying to mitigate for another large project by WSDOT, the 39th Street Overpass, with no designated funding for mitigation (a project that allows for connection between the Fruit Valley Neighborhood and Lincoln). Perhaps, after light rail is brought into Vancouver, ending at Clark College, the possibility of extending light rail north can be reconsidered, but only if there is funding for mitigation within the neighborhoods.

If light rail were to continue north on the west side of I-5 after this initial phase, it should be on Broadway and not on Main at Uptown Village. If it were to continue to a terminus at the WSDOT property, I have some major concerns although I understand how mass transit on that alignment could be a good thing.

Here are some of my concerns about having the alignment continue north with a terminus in the Lincoln neighborhood:

* Main Street would have to be greatly widened, resulting in much disruption and loss of valued businesses and trees on Main Street. The loss of businesses and trees, and especially homes, should be avoided if at all possible.

* Even with widening of Main Street, traffic capacity would be lost, resulting in overflow traffic impacting the rest of the neighborhood, particularly Columbia, 39th, and 45th. These impacts should be considered as part of the cost of the project. The Lincoln neighborhood is primarily residential and traffic needs to be managed in such a way as to maintain a livable community. Increased traffic on neighboring streets would need to be managed for appropriate speed and safe pedestrian crossings. Students need to be able to safely cross streets, and since 39th is already heavily traveled and more traffic is expected with the 39th overpass, pedestrian controlled traffic lights will need to be included as part

P-0737-002

Following the selection of the LPA in July of 2008, the CRC Project Sponsors Council (PSC) was developed to provide recommendations to the project on a variety of issues, including the number of add/drop lanes over the river crossing. Over the course of several months, PSC was provided with operational characteristics and potential environmental impacts of 8-, 10-, and 12-lane options. These technical evaluation criteria included, but were not limited to, traffic safety, congestion, traffic diversion onto local streets and I-205, regional vehicle miles travelled, transit ridership, regional economic impact, effects to neighborhoods, and protected species and habitats. In addition to the technical information, PSC received input from CRC advisory groups and reviewed public comment submitted to the project and obtained during two public Q&A sessions in January 2009 regarding the number of lanes decision, as well as hearings conducted by Portland City Council and by Metro Council. In August 2010, the PSC voted unanimously to recommend that the replacement bridges be constructed with 10 lanes and full shoulders. For more information regarding the number of lanes decision making process, see Chapter 2 (Section 2.7) of the FEIS.

The proposed new lanes are add/drop lanes (i.e., lanes that connect two or more interchanges), which are used to alleviate safety issues associated with the closely spaced interchanges in the project area, and accommodate the 68 to 75% of traffic that enters and/or exits I-5 within two miles of the Columbia River.

P-0737-003

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

P-0737-006

of the cost.

* Access into and out of the area to the east of Main and north of 39th needs to be maintained. The mitigation for traffic impacts needs to be included as part of the cost.

* If the alignment were to terminate at the Lincoln neighborhood, the DEIS specifies a large park and ride lot (1800 cars). This would not be beneficial to the neighborhood. I have visited many park and ride lots on the MAX line. These are hardly ever around residences, as one at the Lincoln neighborhood would be. Those that are around residences are much smaller than anything that has been proposed so far. If a park and ride lot were to be at the WSDOT property, here are my conditions and concerns:

o It would need to be right along Main Street, with access to and from the parking lot and station only from Main Street and not from neighborhood streets to the west.

o It would need to be of a size that could fit what the neighborhood could absorb (traffic, size, visual impact, noise impact, air quality impact) and not be sized just because of the size of the WSDOT property. From my observations, that would be in the 300 car range, possibly up to 500 cars. (The DEIS says a terminal lot at the WSDOT property would have 1800 cars and a satellite lot at Kiggins. These lots would bring nearly 1300 cars during the peak hour - a huge impact on Lincoln's streets.)

o The impact to the immediately surrounding area should be minimized. The homes along the east side of Creston should be preserved. The footprint of the parking lot and station should be kept to a minimum and situated along Main Street and not extending west into the neighborhood.

o If the WSDOT property were to be used for a station and parking lot, the property that extends west, into the residential area of Lincoln neighborhood, should be set aside for a much needed and sought after neighborhood park. This is prime real estate, it should be used in a way that is beneficial to the community.

o There should be at least as much fencing and landscape screening as there is currently with the WSDOT property around the perimeter of the parking lot and station. There should be active and passive security. There should be adequate lighting for safety, but directed so as to not impact the surrounding homes.

o Unless the park and ride and station were to be built on a grand scale where it is a public space and destination, incorporating as part of it a large park and mixed use buildings with small businesses, services, a community center, public art, and maybe even townhouses, the lot should be entirely fenced so as to discourage students from using the lot as a walking path to school and to keep the residential community and school at the Presbyterian Church safer.

o All of the project should be done in a way that is environmentally responsible. The well head needs to be protected, hazardous sites cleaned, storm run-off managed. Air quality should be monitored, especially in the triangle of land to the east of Main and north of 39th Street.

* The impact of a transit alignment and a terminus in the Lincoln neighborhood would be huge. The neighborhood must be actively included in all decisions affecting 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.

P-0737-004

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The project team has worked diligently to maximize the views from the bridge, including views from transit. There will be limits to the views resulting from the structural elements which frame the sides of the transit facility. However, this space will be finished in an aesthetically pleasing manner. Please see the FEIS for simulations of the bridge structure and views from it.

P-0737-005

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

P-0737-006 neighborhood, especially zoning and street classifications. Funding for mitigation for impact should be considered as cost of the project.

The Lincoln neighborhood is a primarily residential community. There are mostly smaller, well-built homes in the neighborhood that have character and the lots are of a size that promote a sense of community. We need to maintain livability and connectivity in our neighborhood, even on its busier streets. When there are large-scale projects that impact a neighborhood, funding for mitigation must be considered part of the cost of that project.

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 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.

P-0737-006

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.