From: dave@nadals.net
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, July 01, 2008 2:08:54 PM
Attachments:

Home Zip Code: 97219
Work Zip Code: 97204

Person:
Other - Have worked there in the past. Have relatives and friends currently living there.

Person commutes in the travel area via:
Car or Truck
Walk

P-0770-001

1. In Support of the following bridge options:

2. In Support of the following High Capacity Transit options:

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: Unsure
Kiggins Bowl Terminus: Unsure
Mill Plain (MOS) Terminus: Unsure
Clark College (MOS) Terminus: Unsure

Contact Information:
First Name: Dave
Last Name: Nadal
Title: Citizen
E-Mail: dave@nadals.net
Address: 3024 SW Florida Court #D
Portland, OR 97219

Comments:

P-0770-002

I believe the draft EIS compromises too many critical environmental and livability

P-0770-001

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.

P-0770-002

Thank you for your comment, your specific concerns are responded to below.

P-0770-002 values, as well as omitting some.

P-0770-003 For specific environmental and regional livability reasons, I am opposed to any widening of the motor vehicle lanes that would exceed six total vehicle lanes on the proposed new bridge. (This includes flex lanes, or if not flex, then three north and three south bound).

P-0770-004 This project would have unacceptable impacts on the many neighborhoods that straddle the I-5 corridor in Portland and the Janzen Beach area. These comments also have application to the introduction of more vehicle traffic in the many other parts of Portland, outside of North Portland, that are affected. However, the worst impacts would be to the North Portland neighborhoods, which cannot stand any further freeway-related decrease in livability, nor any
increase in the following very harmful aspects of their chemical environments. I label these broad impact categories as Nos. 1, 2 and 3, below. 1. Gaseous, particulate and smoke-related automobile and truck emissions. These include asbestos and other metals / mineral particulates and smoke that is emitted from brake linings. These also include particulate, gaseous and smoke emissions from both diesel and conventional internal automobile exhaust. Diesel in particular is a huge problem on freeways because of the excessive smoke and particulates. And asbestos brake lining pollution is always underestimated and ignored. (The neighborhoods near I-205 through downtown Portland, for instance, constantly smell of smoke, gas and particulates from brake lining materials---including asbestos, many minerals and metals used to make brake linings, and many other compounds found in the many different types of brake linings). 2. Noise increase-----Tires on pavement create extreme levels of local noise. This noise can travel for hundreds of yards, and can bounce unpredictably off of walls that are built to mitigate the noise, but which just as often bounce the noise to unpredictable local locations. As it is, the noise is at unacceptable levels in these neighborhoods because of uncontrolled growth in the traffic. Further expansion of vehicle traffic will drop area property values.

P-0770-005 3. Additional traffic facilitation will also cause greater local traffic on local roads and arterials and intersections that are already too close to failure or at failure. Again, the impacts on livability and property values of increased vehicle facilitation are unacceptable.

P-0770-006 Conclusion

It is better to control the volume of traffic by controlling the size of the bridge, and limiting lane increases, if any, to a maximum of one more lane north, and one more land south.

P-0770-003

As Chapter 3 (Sections 3.10 and 3.11) of the DEIS described, and as Chapter 3 (Sections 3.10 and 3.11) of the FEIS further elaborated, noise and air emission levels will improve for communities and most households along I-5. Air quality will be improved in large part by measures unassociated with the CRC project, such as regulated improvements in vehicle fuel emissions and in cleaner gasoline and diesel. Highway noise mitigation proposed for the CRC project would result in fewer noise impacts in the future with the project than there are today. There will be some locations where noise impacts cannot be mitigated. It is also true that with the introduction of light rail, better bicycle facilities, and a toll, the Average Daily Trips over the bridge will be reduced from the levels expected under the No-Build Alternative. The livability of residents along I-5 will also be improved as a result of greater personal mobility, an improved transit network, an improved network for walking and biking, less traffic cutting through neighborhoods, and the subsequent job creation that is expected to occur as a result of this major investment.

P-0770-004

Please see response to comment P-0770-003.

P-0770-005

The project would change some circulation patterns on local streets, but in general, by reducing congestion on I-5, and improving travel time reliability on the highway, traffic will be less likely to divert onto local streets. Therefore the project is expected to reduce cut-through traffic on neighborhood streets and potentially increase livability in neighborhoods adjacent to the I-5 improvements of CRC. This, and other effects on local streets, are described in Chapter 3 (Section 3.1) of the DEIS and FEIS. CRC is not intended to fix bottlenecks on I-5 south of the project area, such as the I-5/I-405 split. However, CRC would not exacerbate congestion at these locations because it would not increase the traffic

volume traveling through this portion of the corridor. As discussed in the DEIS and FEIS (Section 3.1), this project would not increase daily traffic levels due to the toll moderating demand and the introduction of light rail increasing transit mode share. For additional information on impacts to Neighborhoods and Environmental Justice communities, please see Chapter 3 (Section 3.5) of the FEIS.

P-0770-006

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 additional 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.