From: NoEmailProvided@columbiarivercrossing.org
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, July 01, 2008 5:59:38 PM
Attachments:

Home Zip Code: 98663
Work Zip Code: 97213

Person:
- Lives in the project area
- Owns a business in the project area
- Commutes through the project area

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

P-0786-001

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

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

P-0786-001

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.

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Comments:
To CRC staff,

P-0786-002 I live in Arnada neighborhood and work in Portland. Regardless of what options are chosen, Arnada will be affected so I feel that my preferences truly avoid a NIMBY bias. As a user of several modes of transportation and a light rail user should that mode be selected, I prefer to access stations that support our Urban redevelopment plans. I would support light rail alignment on Broadway, Main and even washingtonwhould that become an option again. I feel that greater ridership for both long and short trips will increase if proximity to transit stops is conveniently located within vs set away from centers of density.

P-0786-003 As a member of the CRC BPAC committee, I have seen first hand, the benefits that would accrue if we were to build a replacement bridge. A replacement bridge should include multi modal facilities which reflect forward thinking, optomistic assumptions of use. An "if you build it they will come" expectation for the growth of cycling and walking in the region. It will never be cheaper than right now to build our facilities for increased use.

Bicycle and pedestrian facilities in the entire project area must be well designed for maximum use and benefit to feed users onto the new bridge.

P-0786-004 I would like to see a maximum 5 lanes of traffic (3 through and 2 on/off lanes).

P-0786-005 I fully support the CRC position taken by my neighborhood association and want to reiterate my support for Arnada's 4 primary goals and the specific mitigations outlined. I live in an area that will be greatly affected by the construction needs & tax burden that accompany this development so I feel justified in asking. The west side neighborhoods in particular should be well compensated with mitigations to protect and enhance the historical and quality of life aspects that make our neighborhoods unique among
P-0786-006 Vancouver. This would include stringent design standards, accessability amd mobility
P-0786-007 maintained or improved and continued public involvement.

P-0786-008 I strongly OPPOSE a Mill Plain MOS for several reason.
#1)I feel it will bring excessive vehicular traffic through the reseidential neighborhoods
#2) we need to leverage available Federal dollars and build a light rail line as far north as possible

P-0786-009 thanks to those individuals who are reading this and tirelessly having to go through each and every comment sifting and sorting - hang in there and I appreciate your hard work -

P-0786-002

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.

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. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG recommended the Washington-Broadway Couplet through downtown Vancouver to C-TRAN and City of Vancouver staff. Per the Vancouver Working Group Final Report (October 2009), this alignment was preferred largely because it spread the potential impacts and benefits across two streets, as opposed to concentrating them on a single street. 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.

P-0786-003

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 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-0786-004

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.

P-0786-005

The CRC project will not have a discrete and separate community enhancement fund, but community enhancements are a part of the project design. As engineering progresses, the project team will continue to evaluate the best method to integrate community enhancements, where feasible, into the project design. We are working with surrounding communities to support their goals and provide enhancements as part of the overall project design rather than establish a separate account for activities separate from the project. See discussion in Section 1.2 of the FEIS.

P-0786-006

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe, and are facilitated by the mayors of both the City of Vancouver and City of Portland. Goals of the UDAG include, achieving “design excellence that can be embraced by affected communities and users” and providing “a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements." Working closely with

project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the history of the area, the Native American communities, early pioneers, and other significant themes. These images will be incorporated into an art master plan. A more detailed discussion of bridge designs can be found in Chapter 3 (Section 3.9) of the FEIS. Regarding accessibility and mobility, both are key design considerations for integrating the project into the local transportation network.

P-0786-007

Thank you for your comment. After publication of the DEIS, CRC staff continued to involve the public in project decision-making. For further information on the public involvement process, see Appendix B of FEIS.

P-0786-008

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-0786-009

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