



From: dave@coriofrei.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 04, 2008 11:12:37 PM
Attachments:

Home Zip Code:
 Work Zip Code:

Person:

Lives in the project area
 Works in the project area
 Owns a business in the project area

Person commutes in the travel area via:

Bicycle
 Bus
 Car or Truck
 Walk

P-0878-001

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: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

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P-0878-001

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.

Vancouver, WA 98663

Comments:

P-0878-002 I would like to thank you for this opportunity to comment on the Columbia River Crossing Draft Environmental Impact Statement (DEIS).

Bridge Options

P-0878-003 I prefer a Replacement over Supplemental Bridge. To take on a project of this magnitude and not eliminate bridge lifts is inappropriate. I would also like to see the foot print of the bridge and its associated freeway lanes and interchanges minimized. I believe that the bridge should be no wider than 5-lanes each way (including auxiliary lanes). The Supplemental bridge option presented in the DEIS shows that the reduced capacity option can still meet the purpose and needs of the CRC project. In addition I believe 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 ~15% fewer vehicles idling next to my neighborhood which is located just west of the interstate in Vancouver which is a substantial improvement in my way of thinking.

P-0878-005 Although the nature of the interchange improvements were not specifically called out in the DEIS I would like to comment on the Mill Plain and Fourth Plain intersections. Several years back state Route 500, 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. That change has shifted an appreciable amount of truck traffic to Mill Plain but my neighborhood (Arnada) is still burdened by a good amount of truck traffic on Fourth Plain. To help encourage trucks to use the designated truck route (Mill Plain) I 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 is designed to encourage truck traffic.

HCT Transit Mode

P-0878-006 I prefer Light Rail over Bus Rapid Transit for several reasons.

- It reduces the number of transit vehicles passing through our neighborhood hourly
- Generates less noise in the neighborhood
- Provides better air quality
- Eliminates a transfer at the Expo center which increases ridership

P-0878-007 Regardless of which transit mode is chosen, I expect the CRC project to design and deliver state of the art transit stops that enhance access, ensure security for the riders and our neighborhood, and create a sense of community that reflects the community. Amenities must include quality lighting, CCTV monitoring, clear and open sight lines, plenty of secure bike parking, landscaping and artwork. I am very supportive of Crime Prevention Through Environmental Design (CPTED) and expect 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.

P-0878-002

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

P-0878-003

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.

P-0878-004

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

Projected reductions in vehicle fleet emissions would result in a 25% to 90% reduction in I-5 related pollutant emissions over existing conditions, even with the anticipated growth in population, employment and VMT. In addition, the build alternatives would provide small further reductions in

HCT Transit Alignments

P-0878-008 I have no preference with regard to alignments south of Mill Plain. After looking at the alignment-terminus combinations north of Mill Plain, I support the following (in order of preference):

- 2-way Broadway(north) to the Lincoln terminus
- Two-way on 16th Street to the Clark College MOS
- Two-way on McLoughlin Blvd to the Clark College MOS
- The Mill Plain MOS

I believe that to see benefits beyond just moving commuters through Vancouver, HCT needs to be located along primary mixed use corridors and readily accessible to everyone along that corridor. Given that I do not support placing HCT along I-5 and therefore cannot support the Kiggins Bowl terminus.

The I-5 alignment bypasses virtually all commercial/mixed use zones and places 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 plan. In addition I believe 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.

Mitigation/Enhancements

- P-0878-009** • Required all off-highway diesel construction equipment be fitted with the same pollution controls which will be required on over the road vehicles.
- P-0878-010** • Enhanced east-west connections across the freeway.
- P-0878-011** • Full sound mitigation from both the freeway and HCT

vehicle emissions at the regional level and for most pollutants in each of the sub-areas along I-5. CO and NOx emissions would be slightly higher with the project than with No-Build (but still lower than existing conditions) in the sub-area around the I-5 / SR14 interchange, as discussed in DEIS Chapter 3 (Section 3.10) and FEIS Chapter 3 (Section 3.10). The updated analysis conducted for the FEIS resulted in very similar findings to those in the DEIS.

P-0878-005

The Columbia River Crossing project includes improvements to Mill Plain and 4th 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 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 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 will 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. The City of Vancouver does not prohibit trucks on arterial roadways, including Fourth Plain Boulevard and the future projected truck volumes forecast that Port of Vancouver trucks will use both Mill Plain Boulevard and Fourth Plain Boulevard. For additional discussion on limiting truck use on Fourth Plain Boulevard, please discuss with City of Vancouver representatives.

P-0878-006

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

P-0878-007

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 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-0878-008

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.

P-0878-009

The project has not committed to this particular standard, but it is committed to reducing emissions associated with construction. See the Air Quality mitigation section in the FEIS Chapter 3 (Section 3.10).

P-0878-010

Several aspects of the project would increase connectivity between downtown Vancouver on the west side of I-5 and the Historic Reserve as well as other areas east of I-5. For example, the extension of LRT to Clark College provides a direct connection between the east and west sides of I-5. In addition, with the various enhancements and mitigation measures proposed, such as the Evergreen Community Connection, and other access improvements as described in Chapter 2 of the FEIS, the project would result in better physical connectivity.

P-0878-011

Potential noise and vibration impacts that would result from the CRC project were disclosed in the Chapter 3 (Section 3.11) of the DEIS, and have been updated in Chapter 3 (Section 3.11) of the FEIS.

The FHWA with input from the DOT's set the traffic noise abatement criteria for highway noise, which are implemented by the state DOT's. Noise walls, to the extent that they are effective at reducing noise and can be constructed at a reasonable cost, are the most common type of mitigation for highway noise when project related noise levels exceed the abatement criteria. The DEIS proposed potential locations for new or replacement noise walls that are preliminarily considered reasonable and feasible by state criteria. Information on the noise walls used to mitigate project related highway noise impacts can be found in the DEIS (pages

3-301 through 3-305). The analysis performed for the FEIS is based on more refined designs and updated traffic modeling (Chapter 3 Section 3.11).

The criteria in the FTA Guidance Manual for Transit Noise and Vibration Impact Assessment are based on documented research on community reaction to noise. The amount that the transit project is allowed to change the overall noise environment is reduced with increasing levels of existing noise. There are two levels of impact included in the FTA criteria; moderate impact and severe impact. The criterion for moderate impact varies according to the existing noise level, the predicted project noise level, and the percentage of people highly annoyed by the project noise. The severe impact also varies according to the existing and projected noise levels, but is set at levels where a higher percentage of people would be highly annoyed by the project noise. Project noise in the no impact range is not likely to be annoying to most people. While the FTA recommends mitigation be considered for all impacts, impacts in the severe category should be avoided or, if no other alternative exists, then mitigation should be implemented. Based on the analysis performed for the DEIS and updated in the FEIS, light rail operations are predicted to result in several moderate noise impacts, depending on the alternative, however no severe noise impacts were identified under the Clark College terminus (page 3-294). As identified in FEIS Chapter 3 (Section 3.11) these impacts could be mitigated by providing interior sound insulation to residences along the transit alignments and/or sound walls in some locations.

As described in the DEIS and FEIS, the FTA has also developed impact criteria for acceptable levels of ground-borne vibration. Light rail operations could result in some vibration impacts along 17th Street and Washington Street, all of which could be mitigated by installing vibration isolation between the rails and ground. This too has been updated for the FEIS in Chapter 3 (Section 3.11).

Mitigation would occur during project construction.