

**From:** [jjgilles@pacifier.com](mailto:jjgilles@pacifier.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Friday, June 13, 2008 5:07:34 PM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code:

Person:  
 Lives in the project area

Person commutes in the travel area via:  
 Car or Truck

- P-1076-001**
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 Opinion  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
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 Last Name: gilles  
 Title:  
 E-Mail: [jjgilles@pacifier.com](mailto:jjgilles@pacifier.com)  
 Address: 707 N Hayden Island Dr. #224  
 portland, or 97217

Comments:

- P-1076-002** 1) Tolling should be at the state line only.  
**P-1076-003** 2) Sound walls need to be at least six feet high.



### P-1076-001

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-1076-002

Tolling will be at the state line. Tolls will not be charged to travel from Hayden Island to mainland Oregon.

### P-1076-003

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.

- P-1076-004** | 3) Tolls should not be charged to bikers/pedestrians.
- P-1076-005** | 4) Consideration needs to be given to future plans of Port of Portland in the event they begin directing truck traffic from west Hayden Island to Interstate 5. The PoP is very quiet on future plans for a very pristine section of island and development could make the current project obsolete quickly.

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.

**P-1076-004**

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

**P-1076-005**

The City of Portland is in the process of developing a concept plan for the Port of Portland-owned West Hayden Island (WHI). Based on current assumptions regarding the Port's proposed facility, the additional traffic generated would not significantly impact the roadway facilities that would be constructed as part of the CRC LPA Option A or Option B. This is because the marine terminal facilities under consideration rely mostly upon access via barge and railroads, not trucks.