



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, June 20, 2008 8:47:22 AM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98660

Person:
 Lives in the project area

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

P-1142-001

1. In Support of the following bridge options:
 Do Nothing
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit 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: No
 Clark College (MOS) Terminus: No

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Comments:

P-1142-001

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-1142-002** | The financial analysis is very weak on the draft EIS. It does not address the cost of crime in the downtown Vancouver area that would spring up with the "transit" alternatives proposed or the blight on the waterfront views and subsequent decline in property values the replacement or supplemental bridge options would bring about, which would only be exacerbated by LIGHT RAIL as a transit option. There is no dynamic evaluation of the change in patterns of work, living and travel that happen when a project like this disrupts the landscape and life-scape. You are not going to get people out of their cars to ride the rail system. People don't ride it today. Bus would be better - flexible able to adjust routes on a dime. Your analysis is never going to capture the dynamics of where people want to live and work with this type of project going in and increased population and changing locations of "hot areas for business to locate" that drive commute patterns. Avoiding the old oak tree and other nice to have really should not drive this hugely expensive project.
- P-1142-003** |
- P-1142-004** |
- P-1142-005** |
- P-1142-006** |
- P-1142-007** | We still feel making the I206 corridor and bridge the workhorse of north south thru traffic and not focusing on fixing I-5 bridge seems a much better solution to us.

P-1142-002

The CRC project is using design strategies to reduce the potential for crime at stations and on trains and to ensure that the visual impact of the project is positive. For example, 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. The CRC project is working with the City of Vancouver and Portland police, C-TRAN and TriMet security to guarantee passenger safety at stations and Park and Ride facilities, as well as on light rail trains. The project team has developed a security plan for the transit component of the project, which outlines a variety of potential safety measures, including, working with local government to develop supportive land-uses near transit stations, enforcing fare payment, installing Closed-Circuit TV (CCTV) at light rail stations, Park & 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 3.14) of the FEIS.

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. The 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 has been providing input and guidance on integrating

the new facilities with the surrounding community. For example, this work has included identifying significant iconography (e.g., symbols, patterns, etc) that will reflect the Native American communities in the area, early pioneers, and other significant themes in local history. These images will be incorporated into project designs and public art installations. A more detailed discussion of bridge designs can be found in Chapter 2 of the FEIS.

P-1142-003

The FEIS (in Chapter 3) details the likely changes in travel behavior that will result from the proposed improvements and from the extension of light rail to Vancouver. The Chapter also explains, by discipline, the different ways that the project may be disruptive during construction.

P-1142-004

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force (a broad group of stakeholders representative of the range of interests affected by the project - see the DEIS Public Involvement Appendix for more information regarding the CRC Task Force) before voting on the LPA.

As illustrated in the DEIS, and summarized in Exhibit 29 (page S-33) of the Executive Summary, light rail would better serve transit riders than bus rapid transit (BRT) within the CRC project area. Light rail would carry more passengers across the river during the PM peak, result in more people choosing to take transit, faster travel times through the project area, fewer potential noise impacts, and lower costs per incremental rider than BRT. Additionally, light rail is more likely to attract desirable

development on Hayden Island and in downtown Vancouver, which is consistent with local land use plans.

P-1142-005

Locational decisions are made based on a large number of factors. Projections and planning enable local government to identify where new jobs and households will occur. These plans and predictions are incorporated into the sophisticated growth management plans, models, and strategies of the area.

P-1142-006

The Columbia River Crossing project includes the replacement of the existing I-5 bridge over the Columbia River, improvements at seven interchanges over 5 miles of I-5, and the extension of light rail from Portland to Vancouver. The projected cost to construct this large and complex project are presented in Chapter 4 of the FEIS, and are estimated in year of expenditure dollars to account for inflation. Multiple sources will help fund construction of the project – the federal government, State of Oregon, State of Washington, and tolling the I-5 Bridge.

P-1142-007

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the

Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.