

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, June 22, 2008 7:38:32 PM
Attachments:



Home Zip Code: 97217
 Work Zip Code: 98686

Person:

Lives in the project area
 Works in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-1161-001

1. In Support of the following bridge options:
 Replacement Bridge
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

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

P-1161-001

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.

Comments:

P-1161-002 My major concerns are health related. I'm worried that without a robust public transit system across the bridge, the expansion of the bridge lanes will only lead to greater air pollution in the stretch between Jantzen Beach and the Rose Garden. More cars means greater health problems for my neighbors -- especially the kids and the elderly. As the metro area continues to grow, more people are going to be moving around for work reasons and recreation. Public transportation is critical to accommodate the increases. Our health in North Portland depends on it!!

P-1161-002

The DEIS and FEIS analyses of impacts to air quality, noise, electromagnetic fields, and other factors that can affect human health, are based on comparing the project's impacts to specific standards that have been established to protect public health. Ensuring the project will meet or better these standards is used as a method to determine whether the project will have an adverse effect on human health. The criteria used in the DEIS and the FEIS are based on government regulatory standards where they have been established (such as for criteria air pollutants). Where regulatory standards do not exist, then the criteria are based on government agency guidelines or thresholds established by public health and safety professionals.

Modeling conducted for the DEIS and FEIS indicate that air emissions from I-5 traffic will be significantly lower by 2030 than they are today, and will be well below established regulatory standards designed to protect human health (see Section 3.10 of the DEIS and Section 3.10 of the FEIS). Noise impacts from I-5 traffic, with the mitigation proposed for the CRC project, will also be substantially lower than today. Noise from the light rail can be mitigated below FTA's noise impact criteria as well (see Section 3.11 of the DEIS and Section 3.11 of the FEIS).

The DEIS did not explicitly evaluate potential effects on physical activity or obesity. However, the DEIS and FEIS both discuss how the project could affect the surrounding urban form that would increase opportunities for physical activity, including: improved bicycle and pedestrian facilities crossing the river; improved connections between existing and new bike and pedestrian paths and across I-5; the LRT extension and transit stations that support increased pedestrian-oriented development; improved sidewalks in Vancouver; and new pedestrian and bicycle connections crossing I-5. The project would also reduce daily hours of congestion on I-5 compared to the No-Build and provide greatly

improved transit service, both of which decrease the amount of time travelers spend in cars, thus further promoting physical activity.