From: tknappy@comcast.net
To: Columbia River Crossing;
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, June 22, 2008 2:23:37 PM
Attachments:

Home Zip Code: 98665
Work Zip Code: 97204

Person:
Commutes through the project area

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

P-1166-001

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: Yes
Mill Plain (MOS) Terminus: No Opinion
Clark College (MOS) Terminus: No Opinion

Contact Information:
First Name: Tom
Last Name: Knappenberger
Title: already on your list
E-Mail: tknappy@comcast.net
Address: 1713 NW 75th St.
Vancouver, WA 98665

Comments:
I am a Vancouver resident who commutes to work in downtown Portland via express bus

P-1166-001

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.

5 days per week.
First, congratulations on a first-rate EIS. As a federal employee who has seen many, this EIS is customer-friendly and comprehensive.

P-1166-002 I support Alt. 3, a replacement bridge with light rail.
I strongly support light rail as a fuel-efficient, low-pollutin means to transport people, especially commuters.
I have attended several open houses and forums and understand the issues. Please note that one of our every three Clark County workers commutes to Oregon - a largely unheard-from constituency, but obviously an important one. Tapping in to Metro's existing light rail network only makes sense in our four-county area.
P-1166-003 I can live with whatever terminus makes sense, though prefer the farthest north as I live on 75th Street.
P-1166-004 I support the STHB "bridge in a box" design to reduce the bridge width needed.
P-1166-005 I support safe, attractive and user-friendly bicycle and pedestrian corridors.
P-1166-006 I support re-working the adjacent interchanges, especially the ridiculous SR-14/ Washington St./5th Ave. on-ramp to I-5 at the northern foot of the bridge.
P-1166-007 Finally, I also support an aesthetically attractive bridge design as the new bridge will be a defining icon of our two states. The "bleached aircraft carrier" design like the Glenn Jackson bridge would be a mistake we would regret for years to come.
I support closing Pearson Air Field to air traffic if that what it takes to build an attractive
P-1166-008 bridge. That also would open double-decker design options -- both Portland freeway bridges over the Willamette have two decks. Pearson's history can still be preserved and
P-1166-009 celebrated with the museum. A handful of private flights SHOULD NOT dictate the design options for the most expensive public works project in northwest history.
Thanks for the opportunity to comment.

P-1166-002

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-1166-003

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-1166-004

The Stacked/Transit Highway Bridge (STHB) option, which would allow transit, bicyclists, and pedestrians to travel beneath the highway bridge deck, was included as part of the LPA. The DEIS indicated that the two bridges required for this bridge option would put less bridge sub-structure in the Columbia River, likely resulting in less environmental impact. After publication of the DEIS, additional engineering studies were conducted that confirmed the feasibility of the STHB design.

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the FEIS. Impacts associated with a STHB are discussed throughout Chapter 3 of the FEIS.

P-1166-005

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-1166-006

The SR-14 interchange, including all on and off ramps, have been redesigned to improve safety and efficiency. Please see Chapter 2 of the FEIS for a detailed description of these improvements.

P-1166-007

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. 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 (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

P-1166-008

The Stacked/Transit Highway Bridge (STHB) option, which would allow transit, bicyclists, and pedestrians to travel beneath the highway bridge deck, was included as part of the LPA. The DEIS indicated that the two bridges required for this bridge option would put less bridge sub-structure in the Columbia River, likely resulting in less environmental impact. After publication of the DEIS, additional engineering studies were conducted that confirmed the feasibility of the STHB design.

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the FEIS. Impacts associated with a STHB are discussed throughout Chapter 3 of the FEIS.

P-1166-009

The protection of Pearson Field, although important from the perspective of historic resource protection, the local economy, the provision of public services, and preferences stated by the City of Vancouver, is not the only factor influencing bridge heights over the Columbia River. Possible intrusions into Portland International Airport airspace, maintenance of

marine navigation, construction staging, maintaining I-5 traffic, and constraints imposed by the location and alignment of the river crossing all constrain the ultimate design of the bridge. The upstream river crossing alignment was dropped for further consideration in October 2007. The downstream option has a curved alignment primarily for construction staging purposes, and connecting into existing I-5. The curved alignment limits the feasibility of several different structure types.

Since the publication of the DEIS, the Urban Design Advisory Group (UDAG) met multiple times to discuss the design of the bridges and ultimately endorsed the two-bridge concept in January 2009 and also endorsed the open-web concept in September of 2009. The Project Sponsors Council endorsed a two-bridge option in June of 2009, and also endorsed the Pedestrian and Bicycle Advisory Committee recommendations for a covered pathway with the conditions of the maintenance and security plan in September of 2009. Then in February 2011, the CRC Bridge Review Panel recommended that the project discontinue work on the open-web concept and instead select either a composite deck truss, tied arch or cable-stayed bridge type. Following additional analysis and outreach, the governors, in April 2011, announced selection of the composite deck truss as the preferred bridge type. For a more detailed description of the limitations and opportunities that influenced the bridge type selection process, please see Technical Screening Study Final Report December 2008, Aesthetic Screening Study Final Report March 2009, Final Type Study Report October 2009, CRC Project Bridge Review Panel Report, February 2011, CRC: Key Findings and Recommendation Related to Bridge Type, February 2011 and the memo from the governors offices – Moving Forward; CRC Background, Bridge-type Major Factors, Next Steps, April 2011. Much of this information is also summarized in Chapter 2 of the FEIS.