Hines, Maurice

From: Robert Dean [robert@deansurveying.com]
Sent: Sunday, October 16, 2011 9:17 PM
To: Columbia River Crossing
Subject: CRC FEIS failed to address traffic staging
Attachments: trafficstagingsystemimpacts.pdf; ATT13307301.htm

The FEIS failed to address traffic staging during construction.

P-013-001 I sent this to Don Wagner and Thayer Rorabaugh earlier this year. I met with them both (at the Invitation of The Mayor and Jeanne Harris) in January to discuss construction impacts. I gave them the name and contact info for the WSU prof who conducted an economic study of the effects of closing the locks on the Columbia for 3 months. The DEIS told of likely "severe" disruption to commerce during 8 years of construction of the CRC. Does their $130 million in studies include the effects on people? No! Does the FEIS cover construction impacts? Briefly, they will warn us on which roads will be closed - like yelling incoming!

There is nothing in the FEIS about the effects of construction on I-205, SR-14, SR 500, surface streets, the airport, etc. They do not address how businesses on Main Street can survive while Washington and Broadway are torn up. They do not have any independent economic studies - not even educated guesses. Not even uneducated guesses. Certainly not the same detailed knowledge as they on the effects of construction on fish.

Sent from my iPhone

Begin forwarded message:

> **From:** "Robert Dean" <robert@deansurveying.com>
> **Date:** December 11, 2010 4:35:38 PM PST
> **To:** wagnerd@columbiarivercrossing.com
> **Cc:** Jeanne.Harris@cityofvancouver.us
> **Subject: CRC traffic staging system-wide impacts**
> **Reply-To:** robert@deansurveying.com
>
> Don,
>
> Thank you for agreeing to meet with Jeanne and me this coming Jan 3. I do appreciate your time and understand that you could not meet this past week.
>
> To help you prepare for our meeting I have modified the letter I wrote to Tom Warne and addressed it to you directly. I would like your take on the letter before I forward it to the parties Tom suggested (see below).
>
> Thank you for your work. You are blessed.
>
> Have a very merry Christmas with your family.
>
> Robert Dean, President
> Dean Surveying, Inc.
> 717 NE 61st St., #100

P-013-001

There was no quantitative study of how traffic affected by construction activities would in turn indirectly affect business profit and loss. However, construction impacts for each element of the environment are discussed at least qualitatively, and in some cases quantitatively, in each sub-section (e.g., 3.1 Traffic, 3.2 Aviation and Navigation, etc.) of Chapter 3 under the sub-heading "Temporary Effects". Mitigation for temporary effects is also discussed. There is a discussion about the approach to reducing the impacts to businesses during the construction of the light rail alignment on Washington and Broadway in Section 3.4.5. Impacts are further detailed in the technical reports that the FEIS is based on.

Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

----- Original Message -----
From: "Harris, Jeanne" <jeanne.harris@cityofvancouver.us>
Sent: Wed, December 8, 2010 10:10
Subject: RE: CRC traffic staging

P-013-001

I've got January 3 at 1:30 scheduled with Don and you and me at CRC. Does that work for you?

Jeanne

From: Robert Dean [robert@deansurveying.com]
Sent: Friday, December 03, 2010 9:42 AM
To: Harris, Jeanne
Subject: Fw: CRC traffic staging

fyi

----- Original Message -----
From: "Robert Dean" <robert@deansurveying.com>
Sent: Fri, December 3, 2010 9:37
Subject: CRC traffic staging

Excellent!

I'm sure Mr. Wagner will value your guidance and advice.

As for timing - nothing should proceed to construction until the study is done.

Robert

----- Original Message -----
From: "Casavant, Ken" <casavantk@cahnrs.wsu.edu>
Sent: Fri, December 3, 2010 9:21
Subject: RE: RE: CRC traffic staging

I don't know if we have the expertise to do the study since I am not sure of the scope, timing and implementation, but you can pass along our name as someone that is interested and could help in any such study. Ken

---

From: Robert Dean [mailto:robert@deansurveying.com]
Sent: Friday, December 03, 2010 9:01 AM

To: Casavant, Kenneth
Subject: Fw: RE: CRC traffic staging

P-013-001

Ken,
The AP article was published in The Columbian this morning.

The draft environmental impact statement of the Columbia River Crossing made no mention of the economic impact on surrounding communities of the construction itself. I pointed that out to the Mayor of Vancouver, Tim Leavitt, and he asked me to write the attached letter to the Independent Review Expert Bridge Panel, Tom Warne, Chair. The IRP was appointed directly by the governors at the request of the mayors and county commissioners.

Council Member, Jeanne Harris, arranged a meeting with Don Wagner, Director of CRC. I intent to ask him to convene an economic study of those impacts. Is it OK to suggest that WSU is equipped to conduct that study. May I pass on your name?

Best regards!

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100
Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

----- Original Message -----
From: "Tom Warne" <twarne@tomwarne.com>
Sent: Mon, November 29, 2010 8:04
Subject: RE: CRC traffic staging

Robert-I would suggest that you send this to the CRC since they are managing the project and the BRP is only a part of that process. You may want to send a copy to Director Garratt at ODOT and also Secretary Hammond at WSDOT.

My only caution comes from working on many very large projects where traffic management is an issue and needs to be addressed. There are many solutions and the optimal one will come from substantial modeling. Modeling will show where the cars will go, how best to invest in temporary measures and what the best combination of strategies is. Those signing the letter probably aren't familiar with the detail that goes into the process and may be actually signing on to something that is not the optimal solution. Perhaps you could frame it as "one option" that should be considered and that the project needs to find the optimal solution that will allow the public to travel

P-013-001

effectively in the region during construction. Just a thought. You are obviously welcomed to do whatever you want.

Thanks,

Tom

Thomas R. Warne, PE

Tom Warne and Associates

9874 S. Spruce Grove Way

S. Jordan, UT 84095

801-302-8300

801-302-8301 fax

From: Robert Dean [mailto:robert@deansurveying.com]
Sent: Saturday, November 27, 2010 12:54 PM
To: Tom Warne; jshowers@ch2m.com
Cc: steve_stroh@urscorp.com; jvachon@pubknow.com
Subject: RE: CRC traffic staging

Thank you, Tom!

I have sent the letter about traffic staging out to several friends and elected officials. It usually strikes a chord with them. Can you suggest who should receive the letter? Should it go to the CRC?

I will send out for endorsements as follows:

The undersigned recognize a need to expand the capacity of the interstate crossing system in Clark County, Washington, before temporarily restricting its capacity during construction of the Columbia River Crossing Project.

Best regards,

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100
Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

----- Original Message -----
From: "Tom Warne" <twarne@tomwarne.com>
Sent: Sat, November 27, 2010 5:05
Subject: RE: CRC traffic staging

P-013-001

Robert-thanks for sending this along. We will distribute it to the members of the BRP. Managing traffic during construction of large urban projects is a challenge all by itself-besides the actual construction. Many have done it well and you cite several examples. While the specifics of the traffic management strategies that the CRC eventually employs are outside of the prevue of the panel we are definitely looking at it from a holistic standpoint as manl aging traffic during construction and the bridge itself cannot be separated.

Thanks again for your continued input and insights.

Tom

Thomas R. Warne, PE

Tom Warne and Associates

9874 S. Spruce Grove Way

S. Jordan, UT 84095

801-302-8300

801-302-8301 fax

From: Robert Dean [mailto:robert@deansurveying.com]
Sent: Wednesday, November 24, 2010 12:16 AM
To: jshowers@ch2m.com
Cc: Tom Warne; steve_stroh@urscorp.com
Subject: CRl C traffic staging

Joe,

I have taken a shot at addressing the traffic staging problem. Please pass this attachment on to the other panel members and see if the concerns I raise have been looked at adequately.

Thank you!

Robert Dean, President
Dean Surveying, Inc.
717 NE 61st St., #100
Vancouver, WA 98665
(360) 892 2600
fax (360) 256 1156

----- Original Message -----
From: "Robert Dean" <robert@deansurveying.com>
Sent: Wed, November 3, 2010 15:12
Subject: CRC context sensitive

Joe,

P-013-001

Thank you for your question to Kevin Peterson about traffic staging. That question has been! plaguing me about the CRC Project, also. I cannot see how you can stage traffic around the torn up I-5 for perhaps 7 years and not bankrupt Downtown Vancouver and Jansen Beach. That's why I suggested the question is not, "How long will it take to build the project?" but "How long can we survive while it is being built?"

That is what struck me about Kevin's proposal - it was context sensitive.

If the Independent Review Panel had picked up on the context sensitive mandate of bridge design they would have worded their criticisms differently. For example:

1) Not, "How much will it co! st?" but "How much can we afford?"

2) Not, "What likelihood of cost overruns?" but "Can the local community afford to pay tolls?"

3) Not, "How will it be funded?" but "Will the taxpayers approve?"

4) Not, "Did we take public input?" but "When should we hold the vote?"

5) Not, "How large is the footprint?" but "How many property owners will be affected?"

P-013-001

Kevin's proposal looked more sensible to me than the CRC model. The only drawback for me is the traffic staging problem, or more accurately, the effect of construction on the local communities.

My preference would be to build a third bridge downstream to act as a detour while they retro-fit the iconic, historic, Interstate Bridge for seismic safety.

Best!

Robert Dean, President
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fax (360) 256 1156

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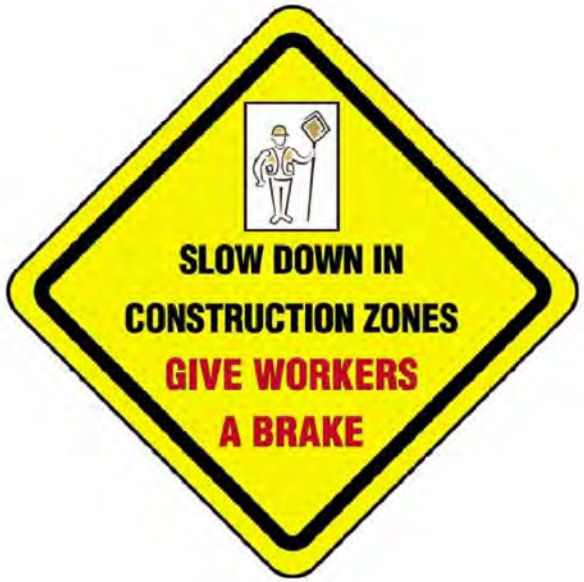
717 NE 61st St., Suite 100
VANCOUVER, WA 98665
(360) 892 2600

December 11, 2010
CRC Traffic Staging Problem

Potential Adverse Impacts on Downtown Vancouver Commerce



DEAN SURVEYING, Inc.
717 NE 61st St., Suite 100
VANCOUVER, WA 98665
(360) 892 2600

December 11, 2010

Don Wagner
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Traffic Staging for Downtown Vancouver

Mr. Wagner,

P-013-002 Thank you for the opportunity to express concerns about some of the potential negative impacts of the Columbia River Crossing Project. The CRC is by far the most significant public works capital improvement project for our region since construction of PDX. We all anticipate the tremendous economic benefits promised for considerable expenditures of public funds.

-Boston Big Dig-

However, no benefits will accrue until construction is completed. Hence, our more immediate concern must be for the impacts of those construction activities on our communities.

The City of Vancouver, when it adopted the Locally Preferred Alternative, stipulated the need to

P-013-002

Please see the response to your comments above and your other letters (P-012, P-014, and P-015). See also the discussion of alternatives, including other river crossing locations considered, in Chapter 2 of the FEIS (particularly Section 2.7).

P-013-002

mitigate for disruption to commerce during construction of the CRC project.[1] The City recognized that a project of this size and complexity will require several years of construction activity which could impose severe hardships on businesses and the community.

Where engineers ask, "How long will it take to build the bridge?" we ask, "How long can we survive during construction?" How long can Downtown Vancouver hold out while 5 miles of I-5 freeway is torn up? Will the Hilton Hotel survive financially? Will emergency vehicles have ready access in the construction zone? Context sensitive design demands answers to these questions.

Context

Without the Interstate Bridge, Vancouver would be a quaint village beside the river. The Central Business District grew and flourished because of Highway 99, I-5, and the bridge. Now, we have outgrown the historic Interstate Bridge and we notice its limitations more than ever. Any closure or impediment due to lifts, traffic accidents, maintenance, police action, Secret Service inspections, or congestion is acutely felt and hugely expensive. So far, we have not had to suffer prolonged closures or restrictions such as may be anticipated with construction of the CRC Project.

I-5 is the carotid artery of Vancouver. It runs along the eastern edge of the Central Business District. There is no other road access to the CBD except from or across I-5. There is no road bridge across the Columbia River to the west of Vancouver.

To the west of the CBD the Port of Vancouver and Fruit Valley Industrial Area depend on access to I-5 for trucks, deliveries, suppliers, employees, etc. If 70% of their traffic goes south they must impose on Mill Plain and Fourth Plain, both already at capacity, to access I-5 on the other side of town. The Industrial West already has pressing needs for alternative access routes[2].

Vancouver is served by only two road bridges – on I-5 and I-205. Both bridges are currently at capacity during peak hours. That means that if either bridge is closed or impeded the other cannot make up the deficiency.

---

1 Resolution M-3663 page 2 of Attachment A adopted July 7, 2008.

2 See July 22, 2010 letter from Clark County Board of Commissioners to RTC attached in Appendix

P-013-002

I-205 provides a bypass around Portland for through traffic on I-5. However, the Glen Jackson Bridge has more far reaching significance for Vancouver. It provides alternative access to Downtown Portland by way of I-84 and it connects all of Vancouver and Clark County directly to PDX. East Vancouver, Camas, Washougal, Battle Ground, Ridgefield and the region have grown because of the Glen Jackson Bridge. If diversions from I-5 during CRC construction impinge on I-205 the negative economic impacts will be felt region-wide.

System-wide Considerations

In April 2003, ODOT commissioned an economic study of the transportation network in our region. That study identified critical choke points crossing the Columbia River. It recognized an immediate capacity for two additional highway crossings.

In April 2008, the RTC Transportation Corridor Visioning Study piggy backed on the earlier DEA/ODOT study and identified an additional four possible crossing points with useful arterials throughout Clark County.

In May 2008, the CRC issued its Draft Environmental Impact Statement. The DEIS did not build on the two previous studies. Chapter 2 did not mention alternative crossing points as options. Chapter 3 did not mention possible negative economic impacts on commerce of construction itself. The DEIS failed to recognize a need to expand the capacity of the interstate crossing system in Clark County before temporarily restricting its capacity during construction.

Independent Studies

Each study should trigger a go/no-go decision at CRC. To maintain credibility, in case of a "go" decision, the CRC should commission its studies from sources with no, or minimal, interest in the outcome. Washington State University is currently studying the economic impacts of 3 months of lock construction along the Columbia River.[3] To date, no similar studies have been conducted on the economic impacts of 5 years of construction along I-5 through Downtown Vancouver. No construction should proceed until independent studies are completed and evaluated.

Detour Needed

As a condition of endorsement of the Locally Preferred Alternative, the City of Vancouver mandated that the CRC final design must satisfactorily address construction mitigation identified in Attachment A of its Resolution M-3663[4]. The City asked the CRC to consider pre-constructing alternative dedicated truck routes as an example of how their concerns might be addressed.

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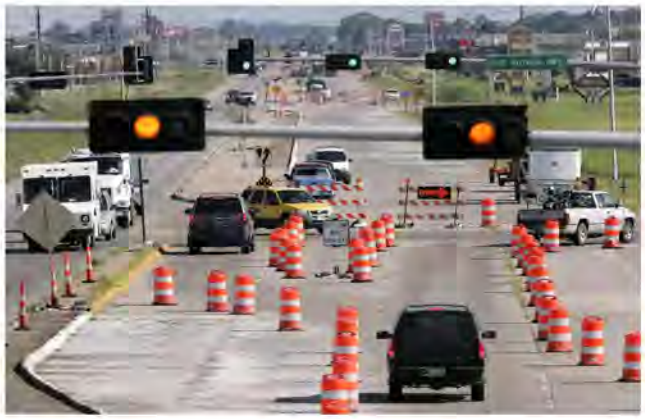
3 http://www.columbian.com/news/2010/dec/02/wsu-to-study-closure-of-rivers-locks/

4 Resolution M-3663 page 7.



P-013-002

Each of your design consultants has experience designing traffic staging plans for such projects as Tacoma Narrows Bridge, Boston Big Dig, Denver Airport, I-25 in Denver, I-15 in Salt Lake City, and the Sunset Highway in Portland during construction of light rail. You know that to avoid back-ups it is not enough to allow traffic to wind its way through a construction zone. The only satisfactory traffic staging solution is a separate detour, a fully functioning alternative route.

Alternative Routes

Vancouver has pent up capacity for a total of four (4) bridges:[5]

1) Interstate
2) Glen Jackson
3) Bi-State Industrial Corridor[6]
4) 192nd Ave. Eastside Crossing[7]

Glen Jackson and Interstate are already at capacity and neither can serve as a detour while the other is worked on. Before either Glen Jackson or Interstate is worked on one or other of the alternative routes, Bi-State Industrial Corridor or an eastside crossing, must be in place to serve as a detour during construction.

Bi-State Industrial Corridor Option 4

P-013-003

The most studied crossing option west of Vancouver, the Bi-State Industrial Corridor Option 4, is the most promising detour route during construction of the CRC Project. It is nearest to the CBD of Vancouver and would serve to divert truck traffic around the impacted areas.

Any chosen route will have its own obstacles. The trick is to find one that has no fatal flaws. The

---

[5] Oregon Department of Transportation: April 2003; Regional Economic Effects of the I-5 Corridor/Columbia River Crossing Transportation Choke Points, page 6 Table 1 Comparison of River Crossings in Selected Metropolitan Areas of Similar Size. http://www.columbiarivercrossing.org/FileLibrary/NonCRCRelatedDocuments/I-5_Partnership_Regional_Economic_Effects.pdf

[6] Southwest Washington RTC Transportation Corridor Visioning Study Report, April 2008; http://www.rtc.wa.gov/reports/vision/AppendixE.pdf

[7] Ibid

P-013-003

A "Bi-State Industrial Corridor" was one of the alternative crossing locations considered during CRC scoping, as discussed in Section 2.7 of the FEIS.

P-013-003

Third Harbor Tunnel in Boston serves as an example of a plan with a fatal flaw – it was scrapped because it was deemed too disruptive to a portion of Downtown Boston.

Please consider Bi-State Industrial Corridor Option 4 as a workable solution to the traffic staging problem with the Columbia River Crossing Project. Visit http://thirdbridgenow.com/ to see more detail of some of the possibilities.

-Thirdbridgenow.com – Northern Bridge-

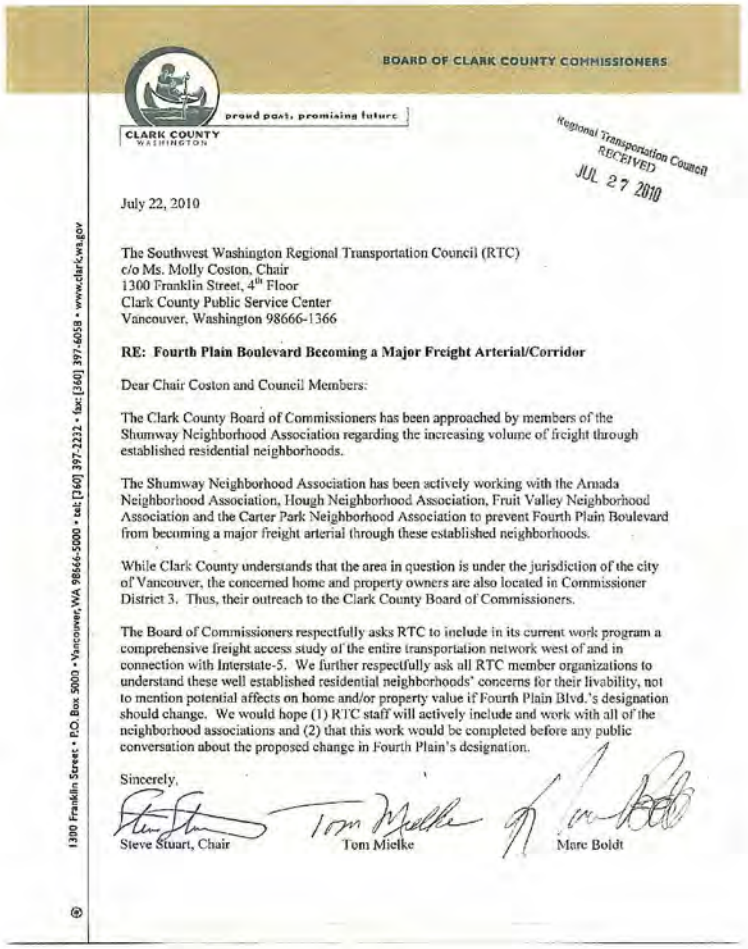
Holistic Overview

Your professional team of designers will come up with the optimal traffic staging plan within the constraints of their model. However, you might want to revisit all of the available crossing points in the RTC studies. Viewed more holistically, options may emerge to build two new crossings, and renovate the two existing serviceable bridges, for near the same costs as are currently promulgated for the CRC Project.

Best regards,

Robert Dean, President

P-013-004



BOARD OF CLARK COUNTY COMMISSIONERS

proud past, promising future

CLARK COUNTY
WASHINGTON

Regional Transportation Council
RECEIVED
JUL 27 2010

July 22, 2010

The Southwest Washington Regional Transportation Council (RTC)
c/o Ms. Molly Coston, Chair
1300 Franklin Street, 4th Floor
Clark County Public Service Center
Vancouver, Washington 98666-1366

RE: Fourth Plain Boulevard Becoming a Major Freight Arterial/Corridor

Dear Chair Coston and Council Members:

The Clark County Board of Commissioners has been approached by members of the Shumway Neighborhood Association regarding the increasing volume of freight through established residential neighborhoods.

The Shumway Neighborhood Association has been actively working with the Arnada Neighborhood Association, Hough Neighborhood Association, Fruit Valley Neighborhood Association and the Carter Park Neighborhood Association to prevent Fourth Plain Boulevard from becoming a major freight arterial through these established neighborhoods.

While Clark County understands that the area in question is under the jurisdiction of the city of Vancouver, the concerned home and property owners are also located in Commissioner District 3. Thus, their outreach to the Clark County Board of Commissioners.

The Board of Commissioners respectfully asks RTC to include in its current work program a comprehensive freight access study of the entire transportation network west of and in connection with Interstate-5. We further respectfully ask all RTC member organizations to understand these well established residential neighborhoods' concerns for their livability, not to mention potential affects on home and/or property value if Fourth Plain Blvd.'s designation should change. We would hope (1) RTC staff will actively include and work with all of the neighborhood associations and (2) that this work would be completed before any public conversation about the proposed change in Fourth Plain's designation.

Sincerely,

Steve Stuart, Chair — Tom Mielke — Marc Boldt

1300 Franklin Street • P.O. Box 5000 • Vancouver, WA 98666-5000 • tel: [360] 397-2232 • fax: [360] 397-6058 • www.clark.wa.gov

P-013-004

Project staff would be more than willing to collaborate on a freight access study for west Vancouver. The project has done a considerable amount of analysis of freight movement in Vancouver. The project will improve traffic conditions in Shumway and elsewhere in Vancouver. Motorists who now avoid the congested Interstate are using local streets, and will return to I-5 when the congestion is relieved.