

Hines, Maurice

From: Sharonnasset [sharonnasset@aol.com]
Sent: Monday, October 24, 2011 11:51 PM
To: Columbia River Crossing
Subject: formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project. -10
Attachments: OpenHouseBoardsJan2007.pdf

P-083-001

Add this to the formal Public Comments Environmental Impact Statement concerning the Columbia River Crossing project.

The Purpose and Need Statement and the Project Area map do not agree with each other..... the Purpose and Needs Statement say the "center of the project area is the two deep water ports a the transcontinental rail line." The Project Area maps do not include the ports and the rail line! It make the I-5 freeway the center of the project area..!!

CRC staff continue to use the words I-5 Freeway and I-5 Corridor as the same..... the I-5 Corridor in our region has specific location boundaries. CRC uses the I-5 Freeway and I-5 Corridor to confuse people and to be dishonest.

See the attached project maps.....

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*** IMPORTANT: Do not open attachments from unrecognized senders ***

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Please see the responses to Ms. Nasset's comments made on the DEIS (P-0781, P-0797, P-0936, P-0977, P-1058, and P-1168), which were published with the Final EIS.

The purpose and need was written broadly enough to allow alternatives well outside the immediate I-5 alignment to be considered and evaluated. However, the early screening process demonstrated that building a new crossing in a new corridor, in lieu of improving the existing I-5 crossing, would fail to meet basic elements of the project's purpose and need. This narrowing of alternatives meant that the DEIS alternatives could be shown on maps with a more focused geographic scope than could the broad range of potential alternatives that were considered in early screening.

Please also see the responses to Ms. Nasset's other FEIS comment letters, P-075 to P-082.



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Columbia River Crossing is a
bridge, transit and highway
improvement project.

Leading the Project and Other Project Partners

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Oregon Department
of Transportation



Washington State
Department of Transportation



City of Vancouver



City of Portland



Metro



Regional Transportation Council



C-TRAN

TRIMET TriMet

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Background Information

2002 I-5 Partnership Recommendations

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Fix Three I-5 Bottlenecks

- I-5 Salmon Creek in Vancouver – *Completed 2006*
- Delta Park in Portland – *Construction begins 2008*
- The Interstate Bridge and nearby interchanges – *Environmental Impact Statement phase complete 2008-2009*

What are the Problems?

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- This segment of I-5 currently suffers four to six hours of congestion a day
- If no improvements are made, congestion will increase to 16 hours a day by the year 2030
- Transit and freight get bogged down in this same congestion
- Short on and off ramps contribute to a high accident rate

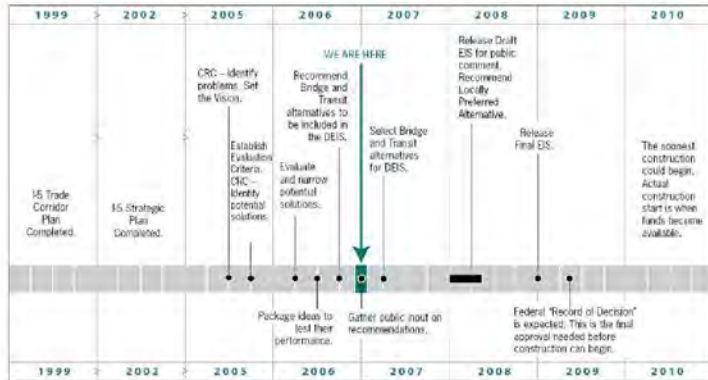


- Poor sight distance approaching and on the bridge contributes to rear-end crashes
- During bridge lifts, crash rates increase three to four times
- The bike and pedestrian path is narrow, indirect and hard to find
- The bridge does not meet current earthquake standards



Timeline and Major Milestones

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The Interstate Bridge Facts

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The Interstate Bridge is actually two bridges.

Northbound

Built in 1917, listed on National Register of Historic Places

Southbound

Built in 1958 to match the first bridge

Both bridges were financed with tolls

1917 – 5 cents. The bridge was paid off and tolls removed in 1929.

1958 – 20 to 60 cents (roughly = \$2.60 today), depending on the vehicle type. The bridge was paid off and tolls removed in 1966.



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Background Information

We Are At an Important Decision Point

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The ideas that advance will be analyzed in detail in the Draft Environmental Impact Statement.

We Recommend These River Crossing and Transit Ideas

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Advance these ideas for detailed analysis in the
Draft Environmental Impact Statement

River Crossing

- Replace the existing bridges with a new I-5 bridge to carry highway traffic, transit, bicycles and pedestrians.

Transit

- Bus Rapid Transit with express bus service
- Light Rail Transit with express bus service

Bridge Recommendation

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Replace the Interstate Bridge with a new structure

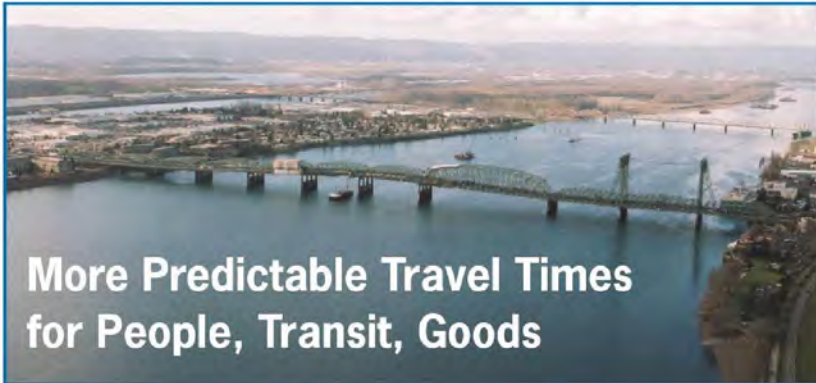
High enough to avoid bridge lifts

Low enough to avoid Pearson Airpark airspace

Either immediately downstream or upstream
of current I-5 Bridge

Why Do We Need a New I-5 Bridge?

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Key Decision Point

Why Do We Need a New Bridge?

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Improves Safety and Capacity

Adds lanes for safe traffic operations and improved travel times

Fixes short on and off ramps along I-5

Improves sight distance

Adds safety shoulders

Provides wider lanes and better connections for bicyclists and pedestrians

Reduces river navigation obstacles for boats and tugs

Why Remove the Existing Bridge?

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Fewer Impacts

- One bridge creates a smaller footprint on land and water than two
- Stormwater run-off will be collected and treated, meaning cleaner water
- Fewer bridge piers have less impact on fish habitat
- Less cut-through traffic through downtown Vancouver and Hayden Island



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Key Decision Point

With I-5 on a New Bridge, How Could the Existing Bridges Be Used?

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Local use as an arterial connection

- Would create congestion in downtown Vancouver and Hayden Island
- Would not significantly reduce traffic on I-5

Transit

- Bridge lifts would interrupt transit service, affecting riders throughout Portland and Vancouver

Bicycles and Pedestrians

- High maintenance and operations costs compared to a new bridge
- Would be affected by bridge lifts

Why Remove the Existing Bridge?

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Lower Operations and Maintenance Costs

It is expensive to operate and maintain the bridge lifts



River Crossing – What's Out?

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We evaluated the following ideas. They did not perform well enough to advance for further study.

- Movable lift span
- Tunnel to replace or supplement I-5
- High-level bridges
- New corridor crossing
- New corridor crossing plus widening existing I-5 bridges
- New western highway (I-605)
- New eastern crossing
- 33rd Avenue crossing
- I-205 improvements
- Arterial crossing without I-5 improvements
- Supplemental Bridge – Upstream – Midlevel
- Non-freeway multimodal crossing
- Double deck crossing



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Key Decision Point

Transit Recommendations

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Bus Rapid Transit



Light Rail Transit

Bus Rapid Transit with express bus service Light Rail Transit with express bus service

Both Bus Rapid Transit and Light Rail Transit are recommended because they:

- Have potential to reduce congestion on I-5
- Have the best potential to meet forecasted transit demand for the year 2030
- Address transit issues identified in project's Purpose and Need Statement

Express bus service would provide direct access between suburban Clark County and downtown Portland during peak commute hours.

Transit

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Bus Rapid Transit



Light Rail Transit

CRC recommends advancing Bus Rapid Transit and Light Rail Transit

Potential to meet a growing population's travel demands

Provide reliable travel time

Increase transit use

Provide improved access to employment and
commercial centers

Support local and regional transportation and land use plans

What is Bus Rapid Transit?

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Specially designated buses that can:

- Use designated transit stations or platforms
- Operate in a lane separate from regular traffic in some areas
- Have the flexibility to travel on regular roads
- Provide high passenger capacity
- Operate as quiet, low emission vehicles
- Provide fast, frequent and reliable all day service



What is Light Rail Transit?

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Rail-based vehicles that can:

- Use designated transit stations or platforms
- Operate in its own dedicated guideway
- Provide high passenger capacity
- Operate as quiet, low emission vehicles
- Provide fast, frequent and reliable all day service



Alternatives for Draft Environmental Impact Statement

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Bridge and Transit Recommendations will be combined with other project elements (interchanges, freight, bicycle and pedestrian and other improvements, as well as demand management) to form project alternatives.

- No action. This alternative is required for any Draft Environmental Impact Statement (DEIS) process as a baseline for comparison with other alternatives.
- Replacement Bridge and Bus Rapid Transit with Express Bus service.
- Replacement Bridge and Light Rail Transit with Express Bus service.

What is a Draft Environmental Impact Statement?

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A Draft Environmental Impact Statement is a summary of the expected impacts each project design, or "alternative," is likely to have on the surrounding area. This process:

- Is required of all federally funded projects
- Considers all benefits and impacts on the surrounding area of proposed project alternatives
- Analyzes a range of reasonable project designs, or "alternatives"
- Provides an intense and thorough process of analysis for each proposed alternative
- Shows compliance with environmental regulations

The National Environmental Policy Act (NEPA) is a federal law that regulates the decision-making processes of federally funded projects. The purpose of NEPA is to help ensure that public projects address the needs of the community while avoiding, minimizing or mitigating for negative impacts on human and natural environments.

For more information: <http://www.environment.fhwa.dot.gov/projdev/index.asp>

Transit – What's Out?

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These ideas did not perform well enough in the evaluation to advance for further study.

- Streetcar
- High-speed Rail
- Ferry Service
- Monorail System
- Magnetic Levitation Railway
- Commuter Rail in BNSF Trackage
- Heavy Rail
- Personal Rapid Transit
- People Mover / Automated Guideway Transit (AGT)



High-Speed Rail



Ferry Service



Magnetic Levitation Railway



People Mover/
Automated Guideway Transit

Evaluation Criteria

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The recommended River Crossing and Transit options performed better on nearly all of the evaluation criteria adopted by the CRC Task Force:

- 1. Community Livability and Human Resources
- 2. Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency
- 3. Modal Choice
- 4. Safety
- 5. Regional Economy / Freight Mobility
- 6. Stewardship of Natural Resources
- 7. Distribution of Benefits and Impacts
- 8. Cost Effectiveness and Financial Resources
- 9. Growth Management, Land Use
- 10. Constructability

How Do I Leave Comments Today?

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- Write your ideas on a green comment form
- Type them out at a laptop computer station
- Dictate them at the verbal comment station

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Other topics in 2007

P-083-001 The Draft Environmental Impact Statement will address these issues in 2007.

-  Public transit – Where should it go? Where should we build stations and “park ‘n’ rides”?
-  Freight improvements – at interchanges for connections and safety
-  Efficiencies – ideas like ramp meters, incident response, ridesharing, telecommuting
-  Bicycle / pedestrian improvements
-  Air quality, noise reduction
-  Environmental effects – water quality issues
-  Cultural and historical resource protection
-  Managed lanes
-  Tolling
-  Bridge type, appearance, and alignment (upstream or downstream)

We will continue to seek your input regarding these topics.

Talk With Us

P-083-001

Contact us with your comments, questions and ideas.

E-MAIL feedback@columbiarivercrossing.org

MAIL 700 Washington St., Suite 300, Vancouver, WA 98660

FAX 360-737-0294

PHONE 360-737-2726 or 503-256-2726

WEB www.columbiarivercrossing.org

PODCAST www.wsdot.wa.gov/inform/downloads/ColumbiaRiverCrossing.mp3

How Public Involvement has Informed the Project

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Public comments have helped shape each decision step:

Generating ideas: Fall 2005

Evaluating ideas & narrowing options: Spring 2006

Preliminary design workshops: Summer/Fall 2006

Bridge and Transit options: November 2006 – February 2007

We Heard You!

Examples of how your ideas have helped shape the CRC project.

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You said:

Places in our neighborhoods like grocery stores, parks, houses of worship, schools, and trails are important assets.

We are:

Continually updating our neighborhood resource maps to help the project avoid or minimize impacts.

You said:

Host a January open house on Hayden Island.

We are:

Tuesday, January 30, 2007

6:30 – 8:30 p.m.

12050 N. Jantzen Drive

(the former Hayden Island Yacht Club)

We Heard You!

Examples of how your ideas have helped shape the CRC project.

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You said:

- Express bus service and
- A non-stop ride between Clark County and Portland are essential.

We are:

Recommending express bus service in both transit options.

You said:

- Make travel safe and easy for freight.

We are:

Designing flatter grades and gentler curves at key freight on/off ramps: e.g., Mill Plain and Marine Drive.

We Heard You!

Examples of how your ideas have helped shape the CRC project.

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You said:

- Safe and easy access to bike and pedestrian connections are vital to the project.

We are:

Analyzing the best ways to make these connections.

You said:

- Avoid conflicts with river and air traffic.

We are:

Recommending a bridge without a lift span which avoids aviation air space.