


From: davidmlomas@gmail.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 8:25:24 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 98683

Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:

Car or Truck
 Walk

P-0578-001

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: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: David
 Last Name: Lomas
 Title: Resident of Arnada Neighborhood
 E-Mail: davidmlomas@gmail.com
 Address: 1900 C St
 Vancouver, WA 98663

Comments:

P-0578-001

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-0578-002 Having recently purchased a home in the Arnada neighborhood, I am very excited about this project. My preferred option is to build a replacement bridge with light-rail stacked within the body of the bridge structure. Light-rail is the only realistic solution because it is more quiet, efficient and cheaper to operate than BRT and does not require a vehicle change to commute to Portland. Previous experience with light-rail has proven that it encourages significant high-quality high-density growth and BRT may not have these same positive benefits. Stacked light-rail within the bridge structure is preferred only if it reduces the costs vs. a third bridge. I do not have a preference about the light-rail alignment through downtown below Mill Plain. My preferred alignment north of downtown is to have a rail stop at Mill Plain / 15th St. and have the guide-way travel east along 16th St, over or under I-5 and have a terminus at Clark College. I prefer the 16th Ave route vs. the McLoughlin route because it does not make sense to reconfigure McLoughlin since it is already highly functional and built up. 16th St. has a lot of vacant land that is ideal for high-density development. At the Mill Plain station location I there should be an underground parking garage with a large public park above with a water feature like Jamison Park in the Pearl district in Portland to encourage more families into the area. I also like the idea of adding light-rail from the Mill Plain station north to the Lincoln neighborhood so long as strict design principals are adopted so that the light rail guide way does not in any way create a East-West dividing line and actually encourages more pedestrian crossing. The light rail guide way should be completely surrounded by solid surfaces (no gravel in-fill) to make it look as attractive as possible and less like a railroad. Also, strict attention must be given to environmental aspects such as lots of lighting to discourage crime. My preferred alignment North of Mill Plain is one way on Broadway and one way on Washington Streets.

P-0578-003

P-0578-004

P-0578-005

P-0578-006

P-0578-007

P-0578-008 In summary, I strongly feel that this project should extent light-rail to downtown Vancouver, even if we can only get it as far as Clark College. And the replacement bridge option is the only viable option to meet the region's future growth potential.

P-0578-002

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-0578-003

The Stacked/Transit Highway Bridge (STHB) option, which would allow transit, bicyclists, and pedestrians to travel beneath the highway 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 compared to a 3-bridge option. A study completed after the publication of the DEIS indicated that the cost of the STHB option and the 3-bridge option would be similar.

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the FEIS.

P-0578-004

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. VWG explored McLoughlin, 16th Street and 17th Street as possible alternative east/west connections, the latter having not been analyzed in the DEIS. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG was nearly evenly split on the 17th Street or McLoughlin alignment as the east/west connection to the Clark College Park and

Ride. The 16th Street alignment was dropped from considerations due to cost, speed and safety considerations.

Upon learning about the VWG's split vote of the east-west alignment, members of City of Vancouver Council and C-TRAN's Board of Directors directed CRC staff to more thoroughly investigate both the McLoughlin and 17th Alignments. From November 2009 until February 2010 CRC project staff conducted extensive technical work and public outreach regarding the alignment options. Based on this additional research and public input, the City of Vancouver City Council and C-Tran Board of Directors voted to adopt the 17th alignment.

This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

P-0578-005

The Mill Park and Ride is currently designed to be an aboveground parking facility with mixed uses on the first floor. A park is not currently planned for this location.

P-0578-006

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-0578-007

The CRC project is using design strategies that have been proven to reduce the potential for crime at stations and on trains. In addition, 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. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Safety will be designed into every phase of the project.

The CRC project is also working with the City of Vancouver and Portland police and C-TRAN and TriMet security to promote passenger safety at stations and park and ride facilities, as well as on light rail trains. Measures to increase public safety on and near light rail could include enforcing fare payment; installing closed-circuit TV at light rail stations, park and 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 3.1) of the FEIS.

P-0578-008

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.