



From: [Charles and Judy Caughlan](#)
To: [Columbia River Crossing](#)
CC:
Subject: Comments on the Interstate 5 Columbia River Crossing Project.
Date: Tuesday, July 01, 2008 4:20:29 PM
Attachments:

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- P-0764-001** | I have reviewed the Draft environmental Statement and have the following comments.
 First.
 I'm in favor of replacing the existing bridge and Alternative 4.
- P-0764-002** | Second
 In the alternatives that go near and by Clark College, Marshall center, School of Academics, Discovery Middle School and Lincoln Elementary I don't feel you haven't adequately address safety to the students and children caused by the increased traffic to the are. I feel you need to do what ever is necessary to mitigate the impact to the students traveling to and from schools but nothing was said in the EIS. In some of the alternatives the project cuts right through travel routes to and from schools or play areas.
- P-0764-003** | Third
 I don't think you adequately addressed the economic impacts to the business where the project is next to or adjacent routes.
- P-0764-004** | Fourth
 What will the affect be to the homes in the project areas. Positive or negative.
- P-0764-005** | Thank you for the opportunity to comment on the project.
 Charles Caughlan

P-0764-001

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-0764-002

Planning for safety and security on and around light rail is a high priority. The light rail system will be designed to promote safe interactions between light rail trains, cars, bicycles and pedestrians. Through a cooperative team effort and the systematic application of safety and security principles, the project will be designed and constructed to run safely, securely, dependably, and efficiently. 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 measures that will be designed into the project as appropriate include 1) physical barriers such as medians, fencing, landscaping or chain and bollard to help channel automobiles, pedestrians and bicyclists; 2) signage, tactile pavers, audio warnings, and pavement markings at the track crossing to alert individuals they are approaching tracks; 3) active treatments such as flashing lights, bells, illuminated and audible warning devices in traffic signals; 4) Creating inviting, well-lighted platforms and station areas; 5) maintaining clear sight lines for the oncoming train and 6) implementing a public safety education campaign before the start of service.

According to the United States Bureau of Transportation Statistics, public transportation represents less than 1 percent of the national average of all street and highway fatalities. Light rail is one of the safest forms of public transportation. As described on page 3-56 of the DEIS, collisions on TriMet's light rail system have decreased over the years. For more information on how the CRC project is accounting for safety in the design of light rail, please see Chapter 3 (Section 3.1) of the FEIS.

P-0764-003

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities. Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and

encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

P-0764-004

In general, homes in the project area will most likely experience positive impacts from the CRC project for the following reasons:

1. Increased access to transit: The project will extend light rail to Hayden Island and Vancouver residents. This will provide residents with more mobility options. It also meets the goals of several neighborhood plans that call for more transit options.
2. Case studies of transit projects in the United States reveal that transit may increase residential property values.
3. The CRC project will alleviate congestion on I-5 and many surrounding arterials, which will decrease cut-through traffic in many neighborhoods.

P-0764-005

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.