

From: Ralph@LSW-Architects.com
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 9:24:20 PM
Attachments:

Home Zip Code: 98661

Work Zip Code: 98660

Person:



- Lives in the project area
- Works in the project area
- Owns a business in the project area
- Commutes through the project area

Person commutes in the travel area via:

- Bicycle
- Car or Truck
- Walk

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: No
 - Kiggins Bowl Terminus: Yes
 - Mill Plain (MOS) Terminus: No
 - Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Ralph
Last Name: Willson
Title:
E-Mail: Ralph@LSW-Architects.com
Address: 2300 Main Street

Vancouver, WA 98660

Comments:

Thank you and your team for the years of hard work directed at solving transportation issues for the Columbia River Crossing.

As an Architect, and a 30-year resident of the City of Vancouver, I wish to go on record as a supporter of Alternative 3: Replacement Bridge with Light Rail with a modification to be considered in the development of a Locally Preferred Alternate (LPA).

As a supporter of the CRC I am also aware that the CRC project may result in significant adverse environmental impacts to land uses and access to transit beyond the project area (e.g. into downtown Vancouver and Highway 99 to the north). Therefore, the broader impact of the CRC project on land uses and connections to other modes of transit in downtown Vancouver, such as a streetcar should be analyzed further in the Final EIS.

It has also come to my attention that as part of the Columbia River Crossing there is a proposal for an I-5 Freeway Cap from Evergreen Boulevard south to a location north of East 8th Street. I would assume this will tie nicely to the Riverwest Project (Regional Library, retail, hotel, and housing) and the Historic Reserve.

Whether or not the Freeway Cap is included in the CRC project, I would ask that the Columbia River Crossing Task Force to review the environmental impacts of Alternative 3, with the option of landing the first stop of Light Rail on the Freeway Cap or in its proposed vicinity, and continuing the Light Rail north along the freeway (perhaps elevated, but within the freeway right-of-way) to the proposed Clark College Minimum Operable Segment (MOS), and eventually to the Kiggins Bowl Terminus. It is my belief that this is a more environmentally sound option and sets up a Light Rail future system up Highway 99 to north Clark County and will be useful to promote future urban density.

I would ask the Columbia River Crossing Task Force to work with the Federal Government to modify funding sources to allow the money that was going to be used to construct Light Rail through downtown Vancouver to be available to construct a Streetcar System that would share traffic lanes with automobiles at approximately 50% to 60% of the cost of Light Rail. I believe this is a more economically sustainable option to running Light Rail through our historic neighborhoods and in fact echoes a past tradition of streetcars serving these same neighborhoods as proposed in the Light Rail couplet.

This Option, while it has its inherent difficulties addresses the fact that we must look at our transportation solutions holistically.

- Use high capacity transit corridors for high capacity transit. Keep the majority of commuters on or along the I-5 corridor. Do not force commuters to make unwanted and

time consuming stops through downtown Vancouver.

- Use Light Rail where it works best, in moving commuters quickly, with stops spaced out for quick, efficient travel.
- Use Streetcars to mix with the automobiles to support urban density and urban lifestyles, moving people within our city to connect to rapid transit or Light Rail.
- Compare environmental impacts of the Light Rail to the Streetcar couplets.
- Compare economic development between the Light Rail and Streetcar couplets.