

From: [Brian Tang](#)
To: [Columbia River Crossing](#);
CC:
Subject: more permanent downtown bus mall or transit center
Date: Thursday, May 15, 2008 6:45:10 AM
Attachments:

Dear CRC project,

I was wondering, in considering the trade-off between the two-way Washington and Washington-Broadway couplet routes in Downtown, what considerations have you made for the need for a more permanent downtown C-TRAN bus mall or transit center? Specifically, I was wondering about the possibility of a scaled down version of Portland's bus mall w/ light rail currently under construction. We could even have a fareless zone downtown to allow the bus mall to serve as a "downtown circulator" like what Portland's bus mall was originally intended as (sorry for the crummy grammar, but hopefully it gets the point across).

Thanks,
Brian Tang



From: michelle@zenfrenzy.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 8:43:46 PM
Attachments:

Home Zip Code: 98660

Work Zip Code: 98683



Person:

Lives in the project area

Person commutes in the travel area via:

Bicycle

Car or Truck

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: Michelle

Last Name: Annett

Title:

E-Mail: michelle@zenfrenzy.com

Address: 1901 Columbia Street

Vancouver, WA 98660

Comments:

I think Washington Street is perfect for light rail to come up the middle. As someone who

drives it daily, I know there are three lanes that are hardly ever used. It would be easy to take one lane and run it up Washington then turn light rail at McLoughlin to Clark College or 4th Plain where there is already a closed park 'n ride lot off I-5.

Columbia River **CROSSING** Draft Environmental Impact Statement

Comment Form

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

TELL US ABOUT YOURSELF

What is your home zip code? 98686 Work zip code? 98663

Do you: *(check all that apply)*

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other _____

How do you regularly travel in the project area:
(check all that apply)

- Bicycle?
- Car or Truck?
- Other _____
- Bus?
- Walk?

Comments:

*No Light rail on Broadway
No Light rail on 16th
ludicrous!*

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- Replace the existing bridges
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- Bus rapid transit between Vancouver and Portland
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the project mailing list?

Name (First & Last Name, Organization)

DPG Properties

Address (Street, City, State, Zip)

E-mail (enter address to receive monthly electronic updates)

Thank you!

Give this form to project staff or return to the project office:

Postal Mail

Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Columbia River **CROSSING** Comment Form

Draft Environmental Impact Statement

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- Own a business in the project area?
- Commute through the project area?
- Other _____

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- Bicycle?
- Car or Truck?
- Other _____
- Bus?
- Walk?

Comments:

I was pro light rail until I saw the options. It is too disruptive through established business areas with little benefit to Vancouver residents. 2 way on C Street better - wider + will be torn up anyway or 2 way on Washington. Completely Oppose Broadway - light rail - It would displace parking + adversely affect most businesses during construction. 16th St. is absurdly costly + goes right thru residential area. Why are only ~~Washington~~ Portland firms designing this project?

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- Do not add high capacity transit between Vancouver and Portland
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Clark College MOS Terminus	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the project mailing list?

Name (First & Last Name, Organization)

Patricia George

Address (Street, City, State, Zip)

6813 NE 142nd St
Vancouver, WA 98686

E-mail (enter address to receive monthly electronic updates)

Thank you!

Give this form to project staff or return to the project office:

Postal Mail

Columbia River Crossing Project
C/O Heather Gunderson, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

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Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other _____

How do you regularly travel in the project area: (check all that apply)

- Bicycle?
- Car or Truck ?
- Other _____
- Bus?
- Walk?

Comments:

I am not in favor of Light Rail becoming part of downtown Vancouver and moving North up Main Street, Washington or Broadway.

Light Rail is a very permanent eyesore that will significantly change the "flavor" of the current historic downtown Vancouver. The constant desire for 'economic redevelopment' is unnecessary.

There are many hard-working and dedicated business owners and residents who should not be uprooted because of this incessant need for redevelopment.

The best transit option is Bus Rapid Transit changes can be made as necessary. That's not

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- Replace the existing bridges
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

possible with Light Rail!

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- Bus rapid transit between Vancouver and Portland *Absolutely!*
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the project mailing list? *Yes!!*

Name (First & Last Name, Organization)

SUZAN HOFFMANN

Address (Street, City, State, Zip)

3407 I STREET

E-mail (enter address to receive monthly electronic updates)



Thank you!

Give this form to project staff or return to the project office:

Postal Mail

Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



From: granixe@comcast.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 6:02:22 PM
Attachments:

Home Zip Code: 98660

Work Zip Code: 97034



Person:

Lives in the project area

Commutes through the project area

Person commutes in the travel area via:

Car or Truck

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: Unsure

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: kohr

Last Name: harlan

Title:

E-Mail: granixe@comcast.net

Address: 709 w. 17th

vancouver, wa 98660

Comments:

I'd support replacing existing bridge. I'd support tolling existing bridge to help fund

construction. I'm a downtown vancouver resident and I definitely want light rail -- either on the broadway route up to 39th or along the clark college alignment to kiggins bowl. Light rail in my opinion is a must. In fact I'd support only construction of a supplemental bridge to serve light rail only. I commute from vancouver to downtown portland weekdays and i'd take light rail every day and park the car if the light rail came to downtown vancouver. Building a new bridge without light rail only encourages vehicle traffic and I oppose that. By the time the new bridge is finished gas might be \$12/gallon -- who the hell would use four lanes of traffic in both north and south directions when nobody can afford to drive anymore?

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

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:

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.

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.



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TELL US ABOUT YOURSELF

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- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other _____

How do you regularly travel in the project area: (check all that apply)

- Bicycle?
- Car or Truck ?
- Other _____
- Bus?
- Walk?

Comments:

My job in Portland requires my vehicle. From a commuting standpoint, I will not benefit from light rail. Yet, I am willing to support light rail (and the considerable amount I will apparently be paying in tolls) if the project is guided by the principle of minimal impacts on existing neighborhoods and businesses. The Lincoln terminus concept maximizes impacts, and is opposed by a clear majority of the people living and working in that area. You must respect the neighborhoods and businesses of Vancouver. Keep light rail near the freeway and do not plow up Main street. This will have a negative effect on a functioning and improving area featuring many local businesses. Do not do this to Vancouver. I will continue to support the light rail idea if I feel like you care about the neighborhoods and businesses. If I see evidence to the contrary, my vote is lost.

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- Replace the existing bridges
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- Do nothing—make no changes to the existing bridges
- No opinion

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- Bus rapid transit between Vancouver and Portland
- Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiggins Bowl Terminus (I-5 and 45th)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the project mailing list?

Name (First & Last Name, Organization)

Grant Wienker

Address (Street, City, State, Zip)

122 E. 28th St.
Vancouver, WA 98663

E-mail (enter address to receive monthly electronic updates)



Thank you!

Give this form to project staff or return to the project office:

Postal Mail

Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

Draft EIS information

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Submit Online Comments

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TELL US ABOUT YOURSELF

What is your home zip code? 98664 Work zip code? 98660

Do you: (check all that apply)

<input type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area: (check all that apply)	
<input checked="" type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other _____	<input checked="" type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Own a business in the project area?		<input checked="" type="checkbox"/> Car or Truck ?	<input type="checkbox"/> Walk?
		<input type="checkbox"/> Other _____	

Comments:

• IF LIGHT RAIL PASSES THROUGH DOWNTOWN VANCOUVER, PLEASE MAKE IT A COUPLET SYSTEM LIKE AROUND PIONEER COURTHOUSE SQUARE IN PORTLAND, NOT LIKE INTERSTATE AVENUE. WE NEED TO KEEP BOTH SIDES OF OUR STREETS ACCESSIBLE BY PEDESTRIANS, NOT INTERRUPTED BY RAISED PLATFORMS & CHAINS TO KEEP PEDESTRIANS FROM CROSSING.

• AS AN ALTERNATIVE, CONSIDERING MAX IS A REGIONAL TRANSPORT SYSTEM, CONSIDER RUNNING IT PARALLEL TO I5 WITH A STOP @ CLARK COLLEGE, & LET A LOCAL TROLLEY SYSTEM CONNECT TO DOWNTOWN.

• FINALLY, LOOP THE LIGHT RAIL ALONG SR 500 OR THE PLAIN, & OVER 205, TO REALLY IMPROVE MOBILITY.

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- Replace the existing bridges & ADD LIGHT RAIL TO VAN COUVER.
- Supplement the existing bridges with a new structure
- Do nothing—make no changes to the existing bridges
- No opinion

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- Bus rapid transit between Vancouver and Portland
- Add Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

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Mill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the Project mailing list?

Name (First & Last Name, Organization)

RANDALL C. SALISBURY, DSP ARCHITECTURE, PLLC

Address (Street, City, State, Zip)

500 W. 8TH STREET, SUITE 115
VANCOUVER, WA 98660

E-mail (enter address to receive monthly electronic updates)

rsalisbury@dsparchitecture.com ← ALREADY RECEIVING UPDATES

Thank you!

Give this form to project staff or return to the project office:

Postal Mail

Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

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RECEIVED

JUN 02 2008

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Columbia River Crossing

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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.

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- Replace the existing bridges
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- Do nothing—make no changes to the existing bridges
- No opinion

* WITH LIGHT RAIL * NOT BRT!
 * 16th St to Clark College alignment
 * AND Mill Plain to Lincoln with alignment on Broadway + Washington Sts.

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- Bus rapid transit between Vancouver and Portland *NO!*
- Add Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
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Kiggins Bowl Terminus (I-5 and 45th)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clark College MOS Terminus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional

YES NO Would you like to be added to the Project mailing list?

Name (First & Last Name, Organization)

DAVID LOMAS

Address (Street, City, State, Zip)

1900 C St, Vancouver, WA 98663

E-mail (enter address to receive monthly electronic updates)

davidmlomas@gmail.com



Thank you!

Give this form to project staff or return to the project office:

Postal Mail

Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

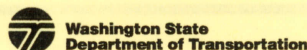
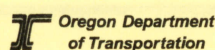
Draft EIS information

www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

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Comments must be postmarked by July 1, 2008





From: dave@coriofrei.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 04, 2008 11:12:37 PM
Attachments:

Home Zip Code:

Work Zip Code:

Person:

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

Person commutes in the travel area via:

- Bicycle
- Bus
- 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: Yes

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Dave

Last Name: Frei

Title:

E-Mail: dave@coriofrei.com

Address: 1930 D Street

Vancouver, WA 98663

Comments:

I would like to thank you for this opportunity to comment on the Columbia River Crossing Draft Environmental Impact Statement (DEIS).

Bridge Options

I prefer a Replacement over Supplemental Bridge. To take on a project of this magnitude and not eliminate bridge lifts is inappropriate. I would also like to see the foot print of the bridge and its associated freeway lanes and interchanges minimized. I believe that the bridge should be no wider than 5-lanes each way (including auxiliary lanes). The Supplemental bridge option presented in the DEIS shows that the reduced capacity option can still meet the purpose and needs of the CRC project. In addition I believe the project team has underestimated how quickly the highway improvements will be fully congested again with pollution generating vehicles. One less lane each way amounts to ~15% fewer vehicles idling next to my neighborhood which is located just west of the interstate in Vancouver which is a substantial improvement in my way of thinking.

Although the nature of the interchange improvements were not specifically called out in the DEIS I would like to comment on the Mill Plain and Fourth Plain intersections. Several years back state Route 500, running in and out of the Port of Vancouver, was shifted from Fourth Plain to Mill Plain after the completion of the Mill Plain extension. That change has shifted and appreciable amount of truck traffic to Mill Plain but my neighborhood (Arnada) is still burdened by a good amount of truck traffic on Fourth Plain. To help encourage trucks to use the designated truck route (Mill Plain) I would request that the Fourth Plain and Mill Plain interchanges be designed in such a way that Fourth Plain will be more conducive to automobile traffic while Mill Plain is designed to encourage truck traffic.

HCT Transit Mode

I prefer Light Rail over Bus Rapid Transit for several reasons.

- It reduces the number of transit vehicles passing through our neighborhood hourly
- Generates less noise in the neighborhood
- Provides better air quality
- Eliminates a transfer at the Expo center which increases ridership

Regardless of which transit mode is chosen, I expect the CRC project to design and deliver state of the art transit stops that enhance access, ensure security for the riders and our neighborhood, and create a sense of community that reflects the community.

Amenities must include quality lighting, CCTV monitoring, clear and open sight lines, plenty of secure bike parking, landscaping and artwork. I am very supportive of Crime Prevention Through Environmental Design (CPTED) and expect CRC, C-Tran and the Vancouver Police department to work together actively with the community to implement state of the art designs at all transit stop.

HCT Transit Alignments

I have no preference with regard to alignments south of Mill Plain. After looking at the alignment-terminus combinations north of Mill Plain, I support the following (in order of preference):

- 2-way Broadway(north) to the Lincoln terminus
- Two-way on 16th Street to the Clark College MOS
- Two-way on McLoughlin Blvd to the Clark College MOS
- The Mill Plain MOS

I believe that to see benefits beyond just moving commuters through Vancouver, HCT needs to be located along primary mixed use corridors and readily accessible to everyone along that corridor. Given that I do not support placing HCT along I-5 and therefore cannot support the Kiggins Bowl terminus.

The I-5 alignment bypasses virtually all commercial/mixed use zones and places adjacent to predominately R-9 (single family) property. This would give little opportunity for transit oriented development without major rezoning that is currently not in Vancouver's comprehensive plan. In addition I believe placing an isolated transit stop at freeway level, away from the watchful eyes of the community will surely increase the possibility of criminal activity and reduce ridership.

Mitigation/Enhancements

- Required all off-highway diesel construction equipment be fitted with the same pollution controls which will be required on over the road vehicles.
- Enhanced east-west connections across the freeway.
- Full sound mitigation from both the freeway and HCT

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing;](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 3:57:39 PM
Attachments:

Home Zip Code: 98663

Work Zip Code: 98663

Person:

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



Person commutes in the travel area via:

Car or Truck

1. In Support of the following bridge options:
Supplemental 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: No

Contact Information:

First Name:

Last Name:

Title:

E-Mail:

Address:

,

Comments:

Where as I know there are a lot of people that have businesses on Main street that do not want the LR. These are people that lease space and do not have reserves to make it through the 6 week construction period. It is unfortunate with any light rail project there are casualties. With all light rail there is transformation and revitalization of the areas that surrounding it. The best place is through the retail areas. I believe that a light rail down main street would bring in more business, improve and revitalize the down town/ up town . It is retail that gets the advantage from the increased traffic through the area, improving visibility and business.

We should not put the light rail up Washington or Broadway as there is no retail and the streets are not as wide as Main. Main has 70 feet of street plus very wide sidewalks. Broadway and Washington do not. Broadway would be the worst option as it is only 60 ft wide and mostly medium density housing with no off street parking. If the LR goes down Broadway it would take away the street parking and then these folks in the medium density housing will be parking in our neighborhoods. There is no retail on Broadway or Washington so you lose one of the main benefits of the LR.... bringing more people to your store.

Please put LR two way down Main and not Broadway or Washington.

From: deedub@webtv.net
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC Submit Comments Page
Date: Tuesday, June 10, 2008 4:45:51 PM
Attachments:

From: Den Mark Wichar
E-Mail: deedub@webtv.net
Comment or Question:

I oppose the preferred plan. 1) Building a new bridge will only encourage more drivers. 2) A rail bridge already exists for light rail. 3) The main reason for I-5 back-ups is Portland's Delta Park squeeze, NOT the bridge. 4) There is no place on Main Street or Broadway in Vancouver for light rail, no rational place, that is. 5) Better mass transit is what's needed, not a new bridge.



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COLUMBIA RIVER CROSSING DRAFT EIS
PUBLIC HEARING

WEDNESDAY, MAY 28, 2008


RED LION HOTEL
VANCOUVER, WASHINGTON

00055

1 If you have any inkling about what is
2 best for this community and this project,
3 you will go back to the drawing board and
4 come up with another solution that does
5 not involve light rail.

6 If you think it's painful to do that
7 now, just wait to see the repercussions
8 that are in store for you and any other
9 agency in this community should you
10 proceed otherwise.

11 It's ironic that this project is
12 about building a bridge when what is
13 really needed most is a bridge between the
14 CRC Project and the community. Without
15 full community support, this bridge will
16 never get built. Thanks.

17 HAL DENGERINK: Thank you, John.
18 And at this point we are going to switch
19 out by adding Frank McBarron, Stephanie
20 Turlay and Marcela -- I can't read that. 
21 Is there a Marcela? Okay. All right.
22 Rory.

23 RORY BOWMAN: Thank you. My
24 name is Rory Bowman, P.O. Box 202,
25 Vancouver. I live in 400 block of east

00056

1 McLoughlin. I am here speaking partially
2 for myself and partially on behalf of some
3 neighbors in that area.

4 For myself, I favor a replacement
5 bridge with light rail. I would prefer
6 the Mill Plain MLS Terminus because I
7 believe that is the most politically
8 palatable option.

9 I am sorry to hear some of my
10 neighbors talking about crime and things
11 like that, which I believe is a code word
12 for something else -- and yeah. So light
13 rail with a Mill Plain terminus.

14 My second preference is -- looking at
15 Page 2-34 is on Exhibit 2.3-20, two way
16 alignment on 16th Street which would go to
17 Clark College, but my first preference
18 would be for the Mill Plain terminus or
19 the Lincoln terminus because I believe
20 they are politically the most palatable
21 and will help people see the value of
22 light rail especially business owners in
23 that area. That doesn't make me very
24 popular.

25 What my neighbors wanted me to talk

00057

1 about tonight though is the chosen
2 alignment that would affect the McLoughlin
3 between E Street and D Street. This is
4 the most scenic portion of McLoughlin.
5 Specifically, there are six beautiful
6 maples that are about 50 years old and
7 about 18 inches at breast height there.
8 It is the block that is most beautiful in
9 that neighborhood and it is currently set
10 to eliminate all six of those maples,
11 which is pretty much the prettiest spot
12 between Clark College and Main Street.

13 That alignment would put the light
14 rail -- it would dramatically increase my
15 property value as a commercial property;
16 however, since I live there as a
17 residential property, it would put
18 trains -- depending on which 14 feet they
19 take -- either 13 feet from my front door
20 or six feet from my front door, which
21 would impact my quality of life.

22 I think the -- I am willing to take
23 one for the team. Okay. Condemn the whole
24 property if you need to. Light rail needs
25 to come. I would really would rather not

00058

1 take those six trees and my neighbors
2 asked me to say that tonight. Thank you
3 very much.

4 HAL DENGERINK: Okay. Tadd.

5 TADD HESS: Yes, my name is Tadd
6 Hess. Thank you very much for having
7 this. My home address is 2317 Northwest
8 101st Street.

9 I strongly agree with the idea of
10 building the biggest bridge we can build
11 with light rail. My own experience is
12 that of a carpenter. I do -- I do
13 structural concrete. I built a few
14 bridges in my life. I worked on a project
15 on the east coast that took 26 years to
16 get done. And the day they opened it, it
17 was already packed. And that's because
18 when you take too long to make decisions,
19 the plans that you have, have to be
20 re-upped so that it can deal with the
21 amount of people that you are adding on
22 every day that you are sitting around
23 deciding.

24 Now, a bridge isn't a Bic lighter.
25 You have to, like, make a decision to

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CERTIFICATE OF REPORTER

STATE OF WASHINGTON)
County of Clark)

I, Cathy S. Taylor, a notary public
for the State of Washington do hereby
certify that I transcribed to the best of
my ability said proceedings written by me
in machine shorthand and thereafter
reduced to typewriting; and that the
foregoing transcript constitutes a full,
true and accurate record of said
proceedings and of the whole thereof.

Witness my hand and notarial seal
this 16th day of June, 2008.

Cathy S. Taylor, RPR, CSR
Notary Public for the State of Washington
My Commission expires April 15, 2009

From: [Russ & Becky](#)
To: [Columbia River Crossing:](#)
CC:
Subject: ARNADA Neighborhood Association"s CRC
Recommendations
Date: Thursday, June 19, 2008 4:11:39 PM
Attachments:

The Arnada Neighborhood Association (ANA) has been actively involved in the Columbia River Crossing (CRC) project from its inception. We have worked to stay informed about the project and have appreciated the open dialog the CRC staff has had with us all along. Now that the Draft Environmental Impact Statement (DEIS) has been released we appreciate the opportunity to provide formal comment.



The following comments were presented by the ANA board to the general membership via email and our newsletter prior to our June 12th general meeting. At the meeting we amended and then voted for approval by 46 ANA residents, property owners and business owners who attended. Due to the complexity of the project and diverse opinions in ANA we voted separately for each issue; results are listed after each issue. (Due to late arrivals and early departures there is variance in total votes from issue to issue.)

The ARNADA NA is pleased that the CRC project is looking at more than just a highway project. We believe that a multi-modal solution is the best choice because it provides more options for traveling in the I-5 corridor. Besides highway improvements and the addition of High Capacity Transit (HCT) ANA would like to see this project deliver world class bicycle and pedestrian facilities and not just on the bridge, but the entire HCT alignment, all transit stops and all interchanges in the bridge influence area. Recent studies show that pedestrians and cyclists have a limited acceptable access distances. We live within them for the proposed alternatives and we need the project designed to enhance that access.

ARNADA is one of the few neighborhoods in Vancouver that will be affected by any of the five alternatives and we will be frequent users of the bridge and public transit. We are the first residential neighborhood north of and adjacent to downtown Vancouver. We think our input should be weighted accordingly.

Goals that our Neighborhood Association wants accomplished are:

- Minimizing peak hours SOV use through the corridor.
- Preservation of the historical qualities and livability of ARNADA.
- Reduction in the fumes we experience from idling vehicles on I-5.
- Reduction in the noise we experience from I-5.

1. Bridge Options

The ANA prefers the Replacement over Supplemental Bridge. To take on a project of this magnitude and not eliminate bridge lifts is inappropriate.

In favor of a replacement bridge vote count was 39 in support, 0 opposed and 0 abstained.

2. I-5 Lane Additions

We would like to see the footprint of the bridge and its associated freeway lanes and interchanges minimized. We would like to see the bridge no wider than 5-lanes each way (including auxiliary lanes). The DEIS shows that reduced capacity (the Supplemental bridge) can still meet the purpose and need. In addition, ANA believes that the project team has underestimated how quickly the highway improvements will be fully congested again with pollution generating vehicles. One less lane each way amounts to about 15% fewer vehicles idling next to our neighborhood; a substantial improvement in our thinking.

In favor of 5 lanes versus 6 vote count was 24 in support, 4 opposed and 6 abstained.

3. Neighborhood Road Impacts

Although the nature of the interchange improvements were not specifically called out in the DEIS, ANA would like to comment on the two of them adjacent to us, Mill Plain and Fourth Plain. Several years back state Route 501, running in and out of the Port of Vancouver, was shifted from Fourth Plain to Mill Plain after the completion of the Mill Plain extension. While that change has shifted an appreciable amount of truck traffic to Mill Plain, we are still burdened by heavy truck traffic on Fourth Plain. To help encourage trucks to use the designated truck route (Mill Plain) ANA would request that the Fourth Plain and Mill Plain interchanges be designed in such a way that Fourth Plain will be more conducive to automobile traffic while Mill Plain be designed to encourage truck traffic. In addition, large truck traffic could be prohibited on Fourth Plain, or disincentives implemented to discourage truck traffic on Fourth Plain. Although 39th Street is north of ARNADA we do not want to see the other west side neighborhoods carved up by a major truck arterial. We want the same treatments for 39th as for Fourth Plain.

Regarding road impacts vote count was 26 in support, 1 opposed and 5 abstained.

4. HCT Transit Mode

ANA prefers Light Rail over Bus Rapid Transit for several reasons.

- It reduces the number of transit vehicles passing through our neighborhood hourly
- Generates less noise in the neighborhood
- Provides better air quality
- Eliminates a transfer at the Expo center which will increase ridership
- It is a less expensive way to provide mass transit once in place

Regardless of which transit mode is chosen, ANA expects the CRC project to design and deliver state of the art transit stops which enhance access, ensure security for the riders and our neighborhood, and creates a sense of community that reflects the people of ANA and Vancouver. Amenities must include quality lighting, CCTV monitoring, clear and open sight lines, plenty of secure bike

parking, landscaping and artwork. Transit and its structures need to match the historical qualities of our neighborhood. ANA is very supportive of Crime Prevention Through Environmental Design (CPTED) and expects CRC, C-Tran and the Vancouver Police department to work together actively with the community to implement state of the art designs at all transit stop. ANA is ready to actively participate in the design effort.

The vote count was 35 in support of Light Rail and 8 in favor of Bus Rapid Transit.

5. HCT Transit Terminus

ANA has no preference with regard to alignments south of Mill Plain.

We believe that to see the greatest benefits and attract the most riders, beyond just moving commuters through Vancouver, HCT needs to be located along primary mixed use corridors and readily accessible to everyone along those corridors. The Lincoln terminus would enhance ridership by reducing the number of people who would need to transfer from C-Tran buses to light rail. It will greatly expand the number of light rail riders who can access their ride by foot and bikes.

Preferred terminus vote count was 22 in support of Lincoln, 17 in favor of Clark College MOS, one in favor of Mill Plain MOS and one in favor of Kiggins Bowl.

We also believe that our neighborhood will experience an unacceptable flow of bus traffic to the light rail terminus if the Mill Plain MOS is chosen. We believe that the Mill Plain MOS will negatively impact usage of public transportation. We do not believe the massive parking structures needed for the Mill Plain MOS are a good use of the valuable land in downtown Vancouver. **We actively oppose the Mill Plain MOS. The vote count was 39 in support, 2 opposed and 0 abstained.**

ANA does not support placing HCT along I-5 and therefore cannot support the Kiggins Bowl terminus. The I-5 alignment bypasses virtually all commercial/

mixed use zones and places it adjacent to predominately R-9 (single family) property. This would give little opportunity for transit oriented development without major rezoning that is currently not in Vancouver's comprehensive plans. In addition, ANA believes that placing an isolated transit stop at freeway level, away from the watchful eyes of the community will surely increase the possibility of criminal activity and reduce ridership.

We voted to oppose the Kiggins terminus: The vote was 30 in support, 4 opposed and 0 abstained in our motion to oppose Kiggins.

6. HCT Transit Alignments

If the Clark College MOS or Kiggins Bowl terminus are selected, ANA prefers 16th Street over McLoughlin Blvd because that alignment places HCT more centrally between McLoughlin and Mill Plain, an area which were recently rezoned to City Center Commercial and has been identified for mixed-use development in the newly adopted Vancouver City Center Vision.

Preferred alignment to Clark College (or to Kiggins if it is selected against our preference) 27 in favor of 16th street, 6 in favor of McLoughlin and 8 abstained.

If the Lincoln Terminus is selected ANA does not have a strong preference on alignments with many abstaining on this issue.

Voting for alignments to Lincoln was 18 in favor of a Main/Broadway couplet, 4 in favor of 2-way on Broadway and 20 abstained.

We have a concern that HCT lanes and stations will remove parking on Main and/or Broadway and negatively impact businesses there. It will force customers and those living in multi-family buildings on Broadway to park in ARNADA and Hough neighborhoods. We request that the HCT project acquires property to convert to parking. This must maintain the existing number of spaces on the two streets.

The vote count was 22 in support of maintaining parking, 8 opposed and 8 abstained.

7. Mitigation/Enhancements/Construction/Tolling

Required all trucks and off-highway diesel construction equipment be fitted with the same pollution controls which will be required on over the road vehicles. Require low emission construction equipment also included the use of clean/ low sulfur fuels during construction and transport of materials and equipment for the project.

Enhanced east-west pedestrian and bike connections crossing I-5 with safe, well lit routes.

Full sound and vibration mitigation from both the freeway and HCT

Full support for our commercial and retail members along Broadway and Main Streets to mitigate any construction related business interruption. ARNADA residents value our proximity to the business district on Main and Broadway Streets. We support the businesses and want them made stronger by the CRC project and not burdened by its construction.

Bridge tolls should be phased out for off peak hours and maintained for peak hours to encourage car pools and public transportation.

Voting for Mitigation/Enhancements/Construction/Tolling was 26 in support, 1 opposed and 5 abstained.

Sincerely,

Russ Pascoe

Chair, ANA

russ.bec@gmail.com

(360) 993-5259

400 E 22nd Street Vancouver, WA 98663-3205

RECEIVED

JUN 20 2008

ESTHER SHORT NEIGHBORHOOD ASSOCIATION**Columbia River Crossing**

June 6, 2008

Columbia River Crossing
700 Washington St. #300
Vancouver, WA. 98660James Correll, Chair
Downtown Appearance and Projects Committee
Esther Short Neighborhood Association
400 W. 8th Street Suite 322
Vancouver, WA. 98660**Subject: Columbia River Crossing
Draft Environmental Impact Statement Review
Conclusions, Recommendations and Conditions**

The Downtown Appearance and Projects committee of the Esther Short Neighborhood Association has completed its review of the Draft EIS and Section 4(f) Evaluation for the Columbia River Crossing Project.

Based on our review and ongoing participation in the CRC community outreach process, we hereby recommend selection of Alternative 3 (replacement bridge with light rail) as the preferred alternative. We also recommend that the light rail alignment be confined to the Washington Street R/W extending north to McLoughlin and then east within the McLoughlin R/W across I-5 terminating at Clark College.

The detailed rationale that places these recommendations in context is presented in the attachment entitled Conclusions, Recommendations and Conditions Regarding CRC Draft Environmental Impact Statement. We would particularly like to draw your attention to the "Conditions" associated with the recommendations. Without these conditions, the selected alternative becomes invalid.

Thank you for the opportunity to comment on this extremely important project. Given the obvious and significant impacts that the project will impose on our neighborhood, it is essential that planning, design, and funding considerations continue to include our direct involvement.

Regards,



Jim Correll

Chair, Downtown Appearance and Projects Committee
Esther Short Neighborhood Association

Attachment: Conclusions, Recommendations and Conditions Regarding CRC Draft Environmental Impact Statement

Cc: Pat McDonnell, City Manager
ESNA board of directors
ESNA committee chairs
DAP committee members

Esther Short Neighborhood Association
Downtown Appearance and Projects Committee
Conclusions, Recommendations and Conditions
Regarding
CRC Draft Environmental Impact Statement
June 19,2008

For the past eight months members of the ESNA Downtown Appearance and Projects (DAP) committee have participated in multiple Columbia River Crossing (CRC) workshops, attended several neighborhood forums, reviewed extensive CRC project documentation, attended the Southwest Washington Regional Transportation Council's (SWRTC) county-wide high capacity rapid transit planning open house and reviewed the agency's draft plan.

Since the May 2nd release of the DEIS, our DAP committee has been involved in reviewing this document and our members have attended community open houses and informational meetings that have been held by the CRC project team in our community.

At our May 15, 2008 neighborhood association meeting, the Esther Short Neighborhood Association facilitated a panel discussion in which experts from the CRC Project, Tri-Met, C-Tran, SWRTC and the City of Vancouver responded to numerous questions from our membership regarding the various facilities being considered.

Based on the information gained in this process, the DAP Committee has formulated the following Conclusions, Recommendations and Conditions regarding the Draft Environmental Impact Statement (DEIS) for the CRC project:

Primary Conclusions

- Bridge
 1. The two existing I-5 Bridges between Vancouver and Portland are functionally and structurally obsolete.
 2. Addition of a new I-5 Bridge, located either upstream of I-205 or downstream of the existing I-5 Bridges near the Burlington Northern Santa Fe railroad bridge, would not relieve either the current or the projected traffic congestion.
 3. Replacement of the existing I-5 Bridges with a new modern structure would be more cost-effective than restoration and expansion of the old existing bridge structures.
- High Capacity Rapid Transit (HCRT) - Mode
 1. Long-term future dependence on single occupancy commuter vehicles would be economically unjustifiable and environmentally irresponsible.
 2. HCRT commuter service between Vancouver and Portland is essential to the future economic vitality of Clark County, the City of Vancouver and the Esther Short Neighborhood.

3. The future long-term operations and maintenance of bus rapid transit would be substantially more costly than light rail, especially when considering the rapidly increasing costs for hydrocarbon-based fuels.
 4. Portland and Tri-Met have currently and for 20 years successfully utilized light rail as the preferred mode of commuter rapid transit.
 5. Tri-Met has more expertise and experience designing, constructing, operating and maintaining light rail rapid transit systems than any other public agency in the US; whereas C-Tran has none.
 6. Light rail can be either a benefit or a detriment to the neighborhoods that it traverses, depending directly on the selected alignment and on the details of the facilities design, construction and operation.
- High Capacity Rapid Transit (HCRT) - Alignment
 1. The HCRT network, currently being planned by the Southwest Washington Regional Transportation Council to serve Clark County, will radiate eastward from I-5 along SR 14, Mill Plain, and Fourth Plain as well as north along the east side of I-5.
 2. The CRC HCRT system that is ultimately selected must be compatible and interface smoothly with the planned Clark County system.
 3. Several alternative routes through downtown Vancouver are depicted in the DEIS.
 - ◆ Washington Street in downtown Vancouver has more north-south right-of-way width and more compatible adjacent land use for light rail than does Broadway Street.
 - ◆ McLoughlin Street in downtown Vancouver has more east-west right-of-way width and more compatible adjacent land use for light rail than does 16th Street. Additionally, McLoughlin Street already includes an I-5 under crossing and 16th Street does not.
 - Connectivity & Funding
 1. The existing I-5 corridor physically isolates downtown Vancouver from the rest of the City. The CRC project presents an excellent opportunity to re-connect downtown Vancouver, south along Main Street to the Columbia River waterfront and east at several locations into the Historic Reserve.
 2. Funding for long-term operations and maintenance of the completed Columbia River Crossing project facilities, as with all public transportation systems, will require some method(s) of public subsidy.
 3. Tolling is an appropriate funding method to offset a portion of the capital as well as the operations and maintenance costs, when it is used as an integral part of a comprehensive financial program.
 4. Tolling can be an effective way to help manage traffic congestion when it is used as an integral part of an intermodal transportation system.
 5. There is a potential risk that acquisition of funding for operations and maintenance of the high capacity rapid transit component of the CRC project could be allocated

disproportionately to those located closest to transit stations rather than being equitably apportioned among all beneficiaries.

Recommendations

Based on the foregoing conclusions, the Esther Short Neighborhood Association DAP committee recommends the following:

1. Select I-5 bridge replacement, Alternative 3, as the preferred DEIS alternative.
2. Select light rail, Alternative 3, as the preferred DEIS mode of high capacity rapid transit.
3. Select the light rail route option that extends two-way within the Washington Street right-of-way, north to McLoughlin Street, then east within the McLoughlin right-of-way across I-5 terminating at Clark College.

Conditions

The foregoing recommendations are based on the following conditions:

1. A formal written agreement must be established between C-Tran, Tri-Met, Portland Metro, SWRTC, the City of Vancouver, and the two state Departments of Transportation:
 - ◆ clearly establishing the management structure for implementation, operations and maintenance of the facilities,
 - ◆ clearly defining the specific responsibilities of each of the respective agencies within the management structure, and
 - ◆ ensuring that Tri-Met is a direct participant in the design, construction, and initial operations and maintenance of the proposed light rail system.
2. Provisions must be included in the project to re-establish downtown connectivity south to the Columbia River waterfront and east into the Historic Reserve.
3. Provisions must be included in the project to identify, schedule and implement mitigation measures for any negative impacts anticipated to result to downtown businesses, residences and public agencies from construction and/or operation of the proposed facilities.
4. Funding mechanism(s), acceptable to the impacted businesses, residences and public agencies, must be established ensuring that the future cost of system operations and maintenance is equitably shared by ALL beneficiaries.
5. A "detailed financial plan" must be prepared and published that:
 - ◆ quantifies all realistic sources of funding, both public and private, for each phase of project implementation, operations and maintenance and
 - ◆ establishes a system for rigorously managing project expenditures and public and private revenues in accordance with the financial plan.

Clay Development L.L.C.

2610 Kauffman Avenue, Vancouver, Washington 98660
(360) 696.4421 voice (360) 696.4423 fax

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JUN 25 2008

Hand Delivered
Columbia River Crossing

June 24, 2008

Columbia River Crossing
c/o Heather Gundersen
700 Washington Street, Suite 300
Vancouver, WA 98660



RE: PUBLIC COMMENT

Dear Committee Members:

We have taken the time to purchase and read most of the Draft Environmental Impact Statement (DEIS) for the Columbia River Crossing (CRC) and would like to submit our comments for the public record.

We own the historic Providence Academy at 400 East Evergreen Boulevard and Century House at 312 East Evergreen Boulevard. Also, we own two blocks on the proposed Washington Street Light Rail Transit (LRT) line. First we would like to comment on The Academy property.

On page 3-117 it is stated that there may be temporary easements onto private property and that property *could be returned* to the owner. The Academy is comprised of six plus acres, and might be used to store equipment. Please be sure to change the word *could* to shall. (See attachment DEIS page 3-117)

On page 5-34, exhibit 5.3.10 the map shows the land that will more than likely be acquisitioned for the widening of I-5. There are several concerns regarding this acquisitioning. (See attachment DEIS page 5-34, exhibit 5.3.10)

To begin with, the property line on the exhibit does not show the most southerly half of 12th Street from D Street east to I-5 as part of our property. We will be losing some revenue from permitted parking on that street when I-5 is widened.

Next, in February 1982 the State of Washington vs. Hidden et al., Judge Dean Morgan attached a "Stipulation Concerning Status of Replacement Road Construct by the State of Washington" to his decision for the defendants. In the document it reads that the owners of the Academy and subsequent owners of the property will have a permanent easement of West Reserve Road.

Also, the parking that abuts the most easterly fence on the property will be removed and we will suffer lost revenue as a result of it.

Columbia River Crossing
Public Comment
Page 2 of 2
June 24, 2008

And last, we are concerned that some of our tenants may relocate due to the noise and lack of vehicle circulation during the construction segment of the CRC project. There is a day care that leases the small building located very near to the new easement line. A portion of the playground will be taken and the noise from the construction may be too loud and hazardous for the children in the day care. We are also concerned about Century House at 312 E. Evergreen will not be able to conduct business-as-usual due the reconstruction of the Evergreen Bridge.

Regarding LRT on Washington Street: We are curious, did anyone from your offices drive the streets to actually see what businesses and buildings already exist on the proposed line(s)?

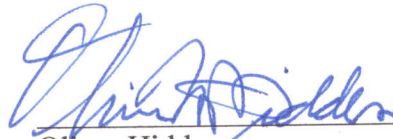
On page 3-310, exhibit 3.11.21 page 1 of 2, we own the block at 15th and 16th between Columbia and Washington. It's located directly west of the vacant block that is used for parking. The buildings that front Washington Street were built decades ago for the express use of automotive repair. If the project is going to use Washington Street for LRT, our building will no longer be able to support tenants for its original use. Therefore we need to be fully compensated for the loss of use for the buildings. All three of the tenants will have to be relocated under this LRT plan. (See attachment DEIS Appendix D, Comprehensive List of Potential Property Acquisitions page D-10)

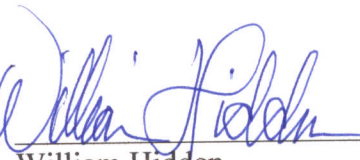
Also, on page 2-36 in regards to the Washington-Broadway Couplet, we own the block at 14th and 15th between Washington and Main. There are two primary access points on Washington Street. If there is a curb or raised rail, patrons will not be able to access this property from Washington Street.


In Appendix D, there are over 60 properties without an address. That made researching for our properties rather difficult. There is also the potential we may have missed something. In the Final Environmental Impact Statement it would be helpful to have all of the addresses listed.

The DEIS is vague to stakeholders. When will discussions begin that involve specific stakeholders?

Sincerely,


Oliver Hidden


William Hidden


Monte Hidden



KILLIAN PACIFIC

RECEIVED

JUN 25 2008

Columbia River Crossing

June 19, 2008

Columbia River Crossing
c/o Heather Gundersen
700 Washington Street, Suite 300
Vancouver, WA 98660



Re: Comments on Draft EIS

Columbia River Crossing Team,

First, we would like you all to know that we respect and appreciate the exceptional level of commitment and detailed analysis that you bring to this critically important project.

Second, we strongly support the overall project concept and specifically Alternative 3: Replacement Crossing with Light Rail.

We do have some comments that we ask you to consider.

Community Connection

The community connection or lid over I-5 from Evergreen to the 8th Street Alley is especially important not only to our Riverwest project but also to the downtown and the Vancouver National Historic Reserve. It reunites both sides of the freeway physically and symbolically. The existence and design of this connection will profoundly affect what we develop on the eastern side of Riverwest and its design. The designs of the lid and of Riverwest should be harmonious and we look forward to working with you as the community connection evolves.

Two-Way LRT Alternative Preferred

We believe that the two-way alternative for LRT will have significantly more beneficial community development impact on downtown Vancouver than the couplet alternative.

Station Proximity: Real estate within one to two blocks of LRT stations will benefit because their employees and patrons will be able to easily arrive and depart from a single convenient location. When inbound and outbound stations are split, the real estate between the stations benefits, but riders must always walk at least two blocks sometime during the round trip, regardless of weather, to use the system. Most riders will have to walk longer distances.

Split stations result in less convenient one-way stations being proximate to more real estate. Two-way stations result in much more convenient stations being proximate to less real estate. We believe that fewer, more convenient stations will have a much greater development impact at less public cost.

Impacts on Non-Station Blocks: While real estate and community development will be stimulated for those blocks within one or two blocks of LRT stations, real estate more than two blocks away from LRT stations and that face on the LRT tracks will be negatively affected. Auto access and parking on these streets will be restricted. It will not be apparently convenient for transit riders to access those block faces. The couplet alternative doubles the number of blocks that are negatively affected in this way.

15th & Washington Block: For several years, we have controlled the vacant block bound by 15th, 16th, Washington and Main Streets with the intent of developing a significant project on this site at the appropriate time. The Vancouver City Center Vision Plan reinforces this concept. We assume that significant bus / LRT transfers will occur close to this block. The construction of a LRT system presents the opportunity for a functionally and architecturally unique transit-related development on our block. However, we believe that a couplet system dilutes the benefit that proximity to a two-way station could bring to the site.

We specifically request that the impacts of a development of a major transit related, public / private development project on this block be analyzed in the Final Environmental Impact Statement.

Couplet Concerns

The DEIS Executive Summary shows the couplet alignment running on 6th Street and then turning north onto Broadway. This alignment would have a major negative impact on our existing building at 500 E. Broadway, the West Coast Bank building, and on a building that is now being designed for the half block to the west of the West Coast Bank building. No station would be sufficiently close to benefit our buildings. The tracks would restrict auto traffic on this now heavily used street. The ability to connect 6th Street to the C Street on-ramp and the ability to connect a southbound lane on C Street to 6th Street would be compromised.

Beyond the specific negative impacts on our properties, the 6th Street alignment impairs auto traffic on 6th which, because it connects from C Street to the Port, is heavily traveled. An alignment on 7th which, because it only runs between C Street and Washington, would not impact a heavily traveled street. A 6th Street alignment also impairs turning movements into the Vancouvercenter garage – presently the City's largest public parking structure.

A 7th Street alignment would also allow for a LRT station on Washington between 6th and 7th. A station in this location would be most convenient to Vancouvercenter and visitors to Esther Short Park, lessen the negative non-station block impacts in the downtown by two block faces and therefore two blocks and be no less convenient for Vancouver convention center visitors than a station one block further south.

If the couplet alternative is selected, we strongly prefer a 7th Street alignment.

Lincoln Terminus Preferred

As we have emphasized above, we believe that there is significant potential for positive community development through transit related development projects. We further believe that the Lincoln Terminus with a two-way alignment on Broadway between McLoughlin and Fourth Plain holds the most potential for positive community development of the four alternatives.

The proposed stations at 24th and Broadway and at 33rd and Main could both yield public / private developments that would greatly enhance and complement the adjacent neighborhoods.

Mill Plain MOS Opposed

The one terminus alternative to which we strongly object is the Mill Plain MOS. The success of LRT depends on park and ride transit patrons. However, from a community development perspective, park and ride facilities are deadly urban activities. The patrons arrive in the morning, consume precious parking spaces all day and leave in the late afternoon / early evening with very little impact on retail. Parkers that can not be accommodated in the park and ride structure will consume on-street parking legitimately or illegitimately. The drivers of these cars will use the local streets in the am and pm peaks when road capacity is most dear.

The Mill Plain station has great potential for transit related, joint development, but locating even a 500 car park and ride facility at this location would destroy any possibility of realizing that potential.

6th & C Streets

It is not clear from the DEIS how the intersection of 6th and C Streets is intended to be reconstructed. It is our strong preference that:

- Eastbound traffic on 6th Street be allowed to make a right hand turn onto the C Street on-ramp; and
- Southbound traffic on C Street be allowed to make a right hand turn onto 6th Street.

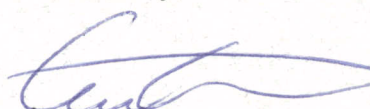
We recognize that C Street will need to be somewhat elevated at 6th, that a left hand turn from 6th Street to C Street is not viable, and that a left hand turn from a C Street off-ramp onto 6th is not viable.

Main Street Extension

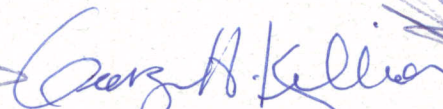
One of the many positive improvements associated with the preliminary plans is the extension of Main Street from 5th to Columbia Way. We strongly support this extension. However, it will be challenging to create an environment along this extension that feels safe and inviting to pedestrians and we urge you to be open to creative solutions.

Thank you for the opportunity to comment and for your consideration of our opinions.

Sincerely,



Lance E. Killian



George H. Killian



Stephen M. Burdick

cc: Mayor Royce E. Pollard
Vancouver City Council
Pat McDonnell
Thayer Rorabaugh

From: bowman@pobox.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 4:08:49 PM
Attachments:

Home Zip Code: 98663

Work Zip Code: 98666

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: Yes
 - Kiggins Bowl Terminus: Yes
 - Mill Plain (MOS) Terminus: Yes
 - Clark College (MOS) Terminus: Unsure

Contact Information:

First Name: Rory

Last Name: Bowman

Title:

E-Mail: bowman@pobox.com

Address: Post Office Box 202

Vancouver, WA 98666

Comments:

My name is Rory Bowman and I was born and raised in west Vancouver. Born at Memorial Hospital within half a mile of Interstate 5, I attended Lincoln and Shumway before graduating from Hudson's Bay High School in 1984, then living in Portland for most of the next ten years as the MAX light rail system came online. Until I bought my current house in the Arnada neighborhood in 1993, I had never owned a car for commuting so, as a lifelong resident, I know something about multi-modal transportation. I walk and bicycle, take busses, light rail and cars. As someone who lives, works and owns a business within the primary project area, I write in support of a new I-5 bridge with light rail and a "Mill Plain MOS Alignment Option."

I have no particular preference for most of light-rail alignment options but oppose the McLoughlin option for a Clark College terminus and believe the Mill Plain MOS is the least expensive and most politically palatable.

My reasons for opposing the McLoughlin Boulevard route to Clark College are many, but fundamentally focus on the current quality of this route for multimodal transportation. With traffic-calming structures, wheelchair cuts, wide sidewalks, bus routes and two existing bike pathways, McLoughlin Boulevard between Main Street and Clark College is already an established and well-functioning multi-modal corridor. Students from the high school and Clark College make use of this path by foot and bicycle, as do recreational riders and those accessing Marshall Center and Central Park recreational areas. Unlike the freeway crossing at Fourth Plain, the McLoughlin corridor is well-shaded and much more insulated from traffic, and currently has more multi-modal options than are shown in exhibit 2.3-20 on page 2-37 of the DEIS. Many of these blocks already have well-established and mature trees, with at least ten trees along McLoughlin between "D" and "G" streets alone with a circumference at breast height greater than 48" (twice that of a standard telephone pole). Mature cherry, walnut, chestnut and maple currently in place provide shade for pedestrians and bicyclists, most of them with canopies that cover half of the current street. To cut down these trees and remove bike lanes on both sides of McLoughlin would be a net loss to the neighborhood, and a blow to multimodal transportation across Interstate 5, especially in inclement weather where the shade and rain cover that these trees and the underpass provide are superior to the nearest alternatives at Fourth Plain and Mill Plain Boulevards.

If a Clark College terminus is chosen, I believe that 16th street is a more logical route than McLoughlin, both because it would disrupt fewer existing buildings, but also because this street currently is only configured for standard auto traffic and has appreciably less tree canopy.

Thank you for your attention to this matter, and best of luck in building a terrific new bridge!

Sincerely,

Rory Bowman

RECEIVED

JUN 27 2008

Hand Delivered 12:20pm

Columbia River Crossing

Vancouver's Downtown Association's Locally Preferred Alternative or CRC

After much consideration, VDA stands strongly in favor of a replacement bridge with a light rail minimum operating segment that ends at Clark College with configured couplets on Broadway and Washington. We strongly urge the extension of Main Street to the waterfront as well.

Vancouver's Downtown Association has a significant interest in issues that affect the development, livability, vitality, accessibility, potential for diversification, and connectivity of Vancouver's greater downtown area. We realize that wise choices in transportation investment, both within the city and outside the city, impact the movement of goods and services, downtown residents, visitors and consumers. We believe wise decisions made today provide great benefit for generations to come.

VDA has been an active participant in the discussions surrounding the choices before our region regarding the optimum mode to service traffic crossing the Columbia River. We have done our due diligence by gathering data, evaluating and debating the options. Without question, the decisions made on this issue have the potential to streamline commerce and leave a much improved transportation system for our residents. This decision, while bold in some ways, is appropriate for the transportation system we will need in the future.

Briefly, the benefits of adopting our position include:

Safety

- significant safety improvement by thoughtfully designing ingress and egress lane changes with maximum safety in mind
- safety lanes for emergency needs
- safe accommodation of alternative modes of transportation such as bicycle and pedestrian
- improved sight distance
- elimination of bridge lifts which not only cost valuable time but create an unsafe condition and increase accidents.

Access

- improved access to the waterfront
- improved access from Portland to our downtown
- more commuter choices for visitors and residents to travel in and around our region
- more commuter choices for employees who work within the city
- easier movement from place to place within the city

The new bridge would protect against significant risks

- inadequate assurance of viability in the event of earthquake
A new bridge would eliminate significant economic risk and gives a more reliable platform for the movement of freight and commuters.
- existing antiquated structure not sufficient for current needs

An improved, modern image for our city

- a symbol of a modern, forward-thinking community.
As its design is developed, we are excited to see what message it can send to our visitors.
- a new bridge will be the gateway to significant development and both public and private investment on the waterfront and within the city. It will demonstrate clearly that our city has planned from a total perspective and not in small, unrelated chunks.

VDA strongly believes that these concerns need to be addressed

- public safety on light rail and around stations
- construction impact on existing businesses kept to a minimum
- more information on unknown impact of operating and maintenance costs
- bridge design will create significant landmark
- plans include the additional connectors to rejoin Vancouver .

We encourage the voting entities to make this decision in a timely manner allowing the Columbia River Crossing funding to be considered as a part of the next federal funding cycle.

Dated this 12th day of June, 2008.

On behalf of the Board of Directors
VANCOUVER'S DOWNTOWN ASSOCIATION

Signed:



Lee Coulthard, Board Chair



Lee E. Coulthard

500 E. Broadway
Suite 603
Vancouver, WA 98660
Phone: 360.750.8907
Cell: 360.607.4224
Email: l.coulthard@comcast.net

From: glenna@macrory.com
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 7:11:15 PM
Attachments:

Home Zip Code: 98660

Work Zip Code: 98660

Person:

Commutes through the project area

Other - Visit there often, patronize businesses there

Person commutes in the travel area via:

Bicycle

Bus

Car or Truck

Walk



1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Bus Rapid Transit between Vancouver and Portland

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: No

Mill Plain (MOS) Terminus: Yes

Clark College (MOS) Terminus: No

Contact Information:

First Name: Glenna

Last Name: Bowman

Title:

E-Mail: glenna@macrory.com

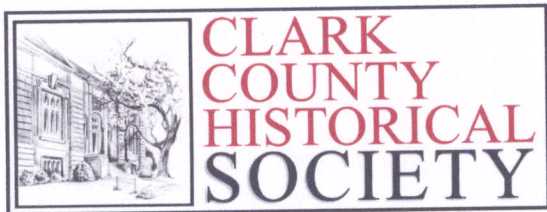
Address: P.O. Box 1001

Vanouver, WA 98666

Comments:

The only route which has my support is Mill Plain MOS Terminus. It is the logical place and causes the least disruption in other systems already working.

I am totally against the Clark College MOS Terminus because of the disruption of a good working pathway for bikes, pedestrians and autos. To take anything across this lovely area which is so pleasant a walking and biking route (incuding Marshall Center) is unthinkable.




RECEIVED

JUN 26 2008

Columbia River Crossing

June 25, 2008

Heather Gunderson
 Columbia River Crossing
 700 Washington, Suite 300
 Vancouver, WA
 98660

 **Comments re: EIS for CRC**

Dear Heather,

The Clark County Historical Society Board is concerned that the Clark County Historical Museum (CCHM) needs careful consideration in the decision making process regarding light rail associated with the Columbia River Crossing project. The recent draft EIS identified several options all of which, we believe, will have an impact on our building. We are concerned that the draft EIS consistently identified our building as a *library* not a *museum* and states that there are, “no adverse effects”.

Clark County Historical Museum is located in a 1909 Carnegie Library Building at 1511 Main St. owned by the city of Vancouver. The building is listed on the National Historic Register. It is a brick building with no reinforced concrete with the exception of the new elevator column. There is no earthquake retrofitting and no rebar in the structure. To further complicate matters, the south east corner of the building currently has some structural concerns which the city is studying.

The CCHS board believes there are concerns about the building itself and concerns about access for our patrons that should be considered as the Columbia River Crossing project moves forward. Our concerns are:

1. **Vibration:** As noted above this is an old building without reinforced concrete. When the C-Tran bus system had a stop in front of the building, the one-hundred-year-old windows would rattle as the bus stopped and started and the noise disrupted activities in the research library. We are concerned about vibration effects such as cracks to old plaster, loss of mortar between bricks and other vibration effects during construction and following with the light rail operation.
2. **Dust and Mold:** Dust is a serious concern for this building. Our concerns are about construction dust and dust generated by the future light rail system. The Museum has a collection of artifacts valued at eight million dollars. These artifacts are not dust tolerant. In addition, the building contains a research library with historic documents. Dust would also damage these items.

As the building has no air conditioning, it has no protection from dust. The building has many gaps that allow dust to enter and opening windows is the only ventilation system we can use for cooling it.

The CCHS board is concerned that protection during the construction phase such as “wrapping“the building would set up conditions for mold to grow. Mold is a concern in terms of damage to the collection and the library holdings. Workers likely could not work in the museum under these conditions. If the museum is not open we lose revenue.

3. **Access and ADA Access:** The board is also concerned about our patrons. We are concerned about maintaining access to the building for all of our patrons. We have a specific concern about the ADA elevator and the alley. We would hope that the selected alternative would consider access to the museum for persons with disability. Not only direct access at the building itself but access from the general area.

The newly built ADA access is a vital part of our institution. We need to be certain that this access is not hampered by the light rail project. In addition the alleyway that is part of that access is also important for moving items in and out of the museum.

4. **Noise:** - As noted above with the old C-TRAN bus stop, noise disrupted the activities in the research library. Locating a major transit terminus across the street and running a transit line within feet of the library windows will have adverse effects on the individuals working and visiting inside. Our windows are nearly 100 years old. The sills are old, the glass fragile and single panes. We do not have doubled paned insulated windows to reduce the noise. Additionally, the Museum has worked hard to develop many programs for the public including First Thursday speakers. Increased outside noise would hamper the ability for the public to hear during these programs.
5. **Setting:** If the light rail option selected involves removal of a section of sidewalk and land on the north side of the building along with installation of a barrier between the transit system and the Museum, the board is concerned about access for our patrons.

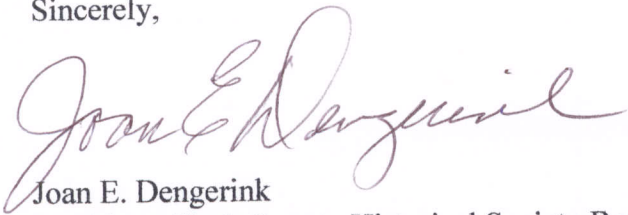
The Museum must be visible to the community to encourage use of the facility. The Museum also depends on admission fees for operations. If the Museum is not able to remain open during construction it will be detrimental to our future.

6. **Parking:** Several of the options show the removal of parking around the Museum. Since we do not have a parking lot, this would also discourage use of the facility. Removal of parking would be detrimental to our visitors, thus reducing our admission fees. We need to have continued disability

parking in close proximity to our ADA entrance. We would also like to provide access to blind persons and believe sidewalk removal could be an obstacle for their access.

Thank you for your attention to our concerns. We hope everyone will work together for the best interests of our historic building and the artifacts it holds.

Sincerely,



Joan E. Dengerink
President, Clark County Historical Society Board

Cc:, Matt Ransom, Susan Tissot