


**From:** [McEnerny/Ogle Family](#)  
**To:** [Draft EIS Feedback; Berry, June;](#)  
**CC:**  
**Subject:** Shumway Neighborhood Association Position Paper   
**Date:** Monday, June 30, 2008 10:44:42 PM  
**Attachments:** [SNA position paper Final.doc](#)

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TO: Columbia River Crossing  
C-TRAN  
FROM: Anne McEnerny-Ogle, Chair  
Shumway Neighborhood Association  
DATE: June 30, 2008, 10:44pm  
RE: SNA Position Paper attached

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TO: Vancouver City Council  
C-TRAN Board of Directors  
Clark County Commissioners  
Columbia River Crossing

FROM: Anne McEnery-Ogle, Chair  
Shumway Neighborhood Association

DATE: June 30, 2008

RE: Shumway Neighborhood Association Position on the Columbia River Crossing project.

The Shumway Neighborhood Association (SNA) has been studying the I-5 Bridge and widening project since the I-5 Transportation and Trade Partnership task force in January 2001. Our due diligence has led the neighborhood to rewrite and adopt its revised Neighborhood Action Plan and to actively participate in the Draft Environmental Impact Statement (DEIS) process.

We have attended seven years of workshops, meetings, hearings and open houses on the issues involving the freeway, which serves as our eastern boundary, Main Street, which serves as our western boundary, and changes to both the 39<sup>th</sup> Street and 4<sup>th</sup> Plain onramps to I-5, which serves as our northern and southern boundaries. The 71 square blocks of our neighborhood, consisting of 541 homes, is completely surrounded by transportation projects involved in the Columbia River Crossing project.

Goals for our neighborhood association can be found in our latest Neighborhood Action Plan (NAP). There are action steps for public safety, mobility management, community appearance, historic preservation, housing, social services and economic development.

Our neighborhood goals focus on:

- Improving air quality and noise levels, especially near major transportation arterials.
- Increasing the level of public safety and security.
- Managing mobility in and around our neighborhood, including issues with truck traffic, cut through traffic, on-street parking, sidewalks and alleys.
- Preserving existing housing stock
- Preserving and supporting local businesses
- Maintaining current zoning designations

The SNA requests that the Shumway NAP goals be considered when the final impacts, and subsequent mitigation measures, are developed. We are concerned that they have not received adequate consideration to date.

We also developed a survey for all Shumway Neighborhood residents to express their opinions on the proposed project. The surveys were hand delivered to all 541 residents and businesses within the Shumway Neighborhood boundaries in May 2008 and collected in June. The responses have been compiled and the responses mirror what the residents have been saying about the project for the last several years.

Specifically, there is general support for improving the existing crossing, with the respondents about evenly split over replacing the structures and adding a supplemental crossing. The respondents were also generally supportive of mass transit coming across the bridge with equal division between light rail and bus rapid transit. There was also general consensus that the transit should only go to Clark College, with decided opposition to the terminus at Kiggins Bowl or 39<sup>th</sup> and Main.

The greatest concerns for dedicated and separated mass transit, in order of number of responses, were disruptions to the neighborhood, security (increase of crime in the area), safety for traffic and pedestrians, and traffic and pedestrian volume. The majority of the respondents supported using increased light rail/bus fares to pay for the maintenance and operation of the proposed mass transit system. An overwhelming majority favored Vancouver and Clark County citizens being allowed to vote on any funding mechanism for the mass transit system.

Many comments were received with the survey, and we are requesting that each comment be included as a separate public comment for the DEIS and be responded to as such in the Final EIS. They are attached at the end of this letter.

Finally, the Shumway Neighborhood demographics are such that it qualifies for consideration under the Environmental Justice requirements for these types of projects. We are concerned that the impacts to the neighborhood, from the proposed project alternatives, have not been fully identified. We request that the impacts to the Shumway Neighborhood be more fully identified and analyzed in the Environmental Impact Statement and that the proposed mitigation for these impacts be more fully developed in cooperation with the affected residents of the Neighborhood. The project, no matter which alternative is selected to go forward, will have significant impacts on the residents of the Shumway Neighborhood. They should not be overlooked as the process moves forward.

**Shumway Neighborhood Association  
Columbia River Crossing Project DEIS Survey Comments**

**Question #1 What should we do with the existing I-5 bridges?**

3<sup>rd</sup> bridge west of existing  
 3<sup>rd</sup> bridge west of existing  
 Just add a new bridge for the transit  
 Brace both existing bridges. Put a new one at Camas Troutdale area.  
 New third bridge west of I-5 Bridge  
 Add another bridge elsewhere on the river – at least one more  
 New bridge for buses  
 Keep old bridges  
 Move whole mess to the east where all the new building and homes are. Leave original Vancouver alone.

**Question #2 Should the bridge have dedicated and separated mass transit lanes?**

I'm for gradual change. Rapid bus that can be adapted later to light rail possibly.  
 Either light rail or rapid bus  
 Current bus  
 It should be HOV  
 Yes, and it should be at peak morning and night hours  
 Yes and it should be light rail if the blind adopt the new bridge  
 No and it should be regular buses  
 No and it should be bus  
 No and it should be C-TRAN bus  
 Yes and it should be express buses  
 Cannot decide which way would be best  
 Should not involve I-5 bridge (go east) If any mass transit, leave it out of original Vancouver and old neighborhoods

**Question #3 Should Vancouver have dedicated and separated mass transit lanes leading to and from the bridge?**

Yes, and it should be with a supplemental bridge  
 Yes, and it should be at peak morning and night hours  
 Yes and it should be express buses  
 People should car pool and stagger work hours etc.

**Questions #12 – Greatest Concerns**

Problems caused by building/widening streets  
 Mass transit does not connect to Vancouver Mall and I-205 to PDX airport  
 Funding  
 Taking away homes  
 Safety already a concern. All listed are a definite impact. Great loss of original Vancouver and Historical buildings and homes and lowering of already overtaxed home values.

**Question #13 – Funding options**

Bonding/bridge toll  
 Toll the bridge  
 Funding as determined by vote  
 Oregon funding light rail  
 Toll on the bridge  
 Toll fees  
 Don't like any but so far haven't come up with anything  
 Property taxes are too high already.  
 Vancouver will never be the same and future mass transit should be much farther east.

### Question #14 – Vancouver vote

Only Vancouver proper should vote as concerns them mostly. This whole stupid idea will only benefit areas away from our town, so would only benefit rest of county outside of Vancouver.

### Other Comments/Concerns

- As Shumway neighborhood residents, we understand the need to ease congestion on I-5 and support mass transit to 15<sup>th</sup> and Main and Clark College which in itself will mean major changes for us. We think the impact would be too negative for us if brought any further north at this time. A gas saving pedestrian/bike/scooter bridge crossing should be included.
- Don't mess with downtown Vancouver. The city is finally looking better and light rail could reverse the changes.
- I feel that the decision to bring light rail to Clark County was the hidden agenda from the get go. So put it along I-5 all the way to the fair ground with intermittent park and ride and parking structures along the way. Not through town as it is detrimental to businesses and pedestrian and vehicle travel.
- I am hesitant to fully support the light rail throughout Vancouver because I have doubts that it can feasible integrate into the current road system without redoing a lot of roads and cutting off regular traffic, but otherwise it sounds like a good idea.
- Working out the funding is the responsibility of our elected representatives. The electorate can't be well enough informed to make these decisions. There's just too much to consider.
- Wait until the slow down at Delta Park is fixed.
- The environmental impacts to my neighborhood for light rail are unacceptable. The only light rail is would accept is as far as Clark College.
- I don't feel that safety concerns are being adequately addressed with implementing a mass transit system. Loss of business and housing to a thriving neighborhood is also a concern.
- The cost of one bridge at Camas/Troutdale area would help congestion you have at 164<sup>th</sup> and 205 bridge and cost a lot less.
- Absolutely no tolls: now or in the future!
- Fewer lanes on freeway would be less expensive and impactive.
- Can't decide what would be best so either light rail or rapid bus would be ok I guess.
- Have to be out of state or would attend June 5<sup>th</sup> meeting, so this is reason for all I felt I had to say. Have lived here for almost 26 years on 32<sup>nd</sup> and F and Hough area before that. I pray our town won't be ruined. If they ruin our neighborhoods will probably have to move away.
- This whole thing is very unfair to all of us who treasure Vancouver small town and Historical businesses and neighborhoods which make up true Vancouver and will only benefit areas away from us. It is already an impact and our taxes have gone beyond present home values in many cases. It is so wrong to displace people and we are being bullied. It will not benefit our town. ....already favored far north and east areas at our expenses.