


From: [Ralph Willson](#)
To: [Draft EIS Feedback;](#)
CC:
Subject: Response to Draft EIS on Columbia River Crossing
Date: Tuesday, July 01, 2008 12:04:56 AM
Attachments: [ALTERNATIVE3-8.5x11.pdf](#) 

Mr. Doug Ficco, Co-Director
Mr. John Osborn, Co-Director
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Mr. Ficco and Mr. Osborn:

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

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

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

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

Whether or not the Freeway Cap is included in the CRC project, I would ask that the Columbia River Crossing Task Force to review the environmental impacts of Alternative 3, with the option of landing the first stop of Light Rail on the Freeway Cap or in its proposed vicinity, and continuing the Light Rail north along the freeway (perhaps elevated, but within the freeway right-of-way) to the proposed Clark College Minimum Operable Segment (MOS), and eventually to the Kiggins Bowl Terminus. It is my belief

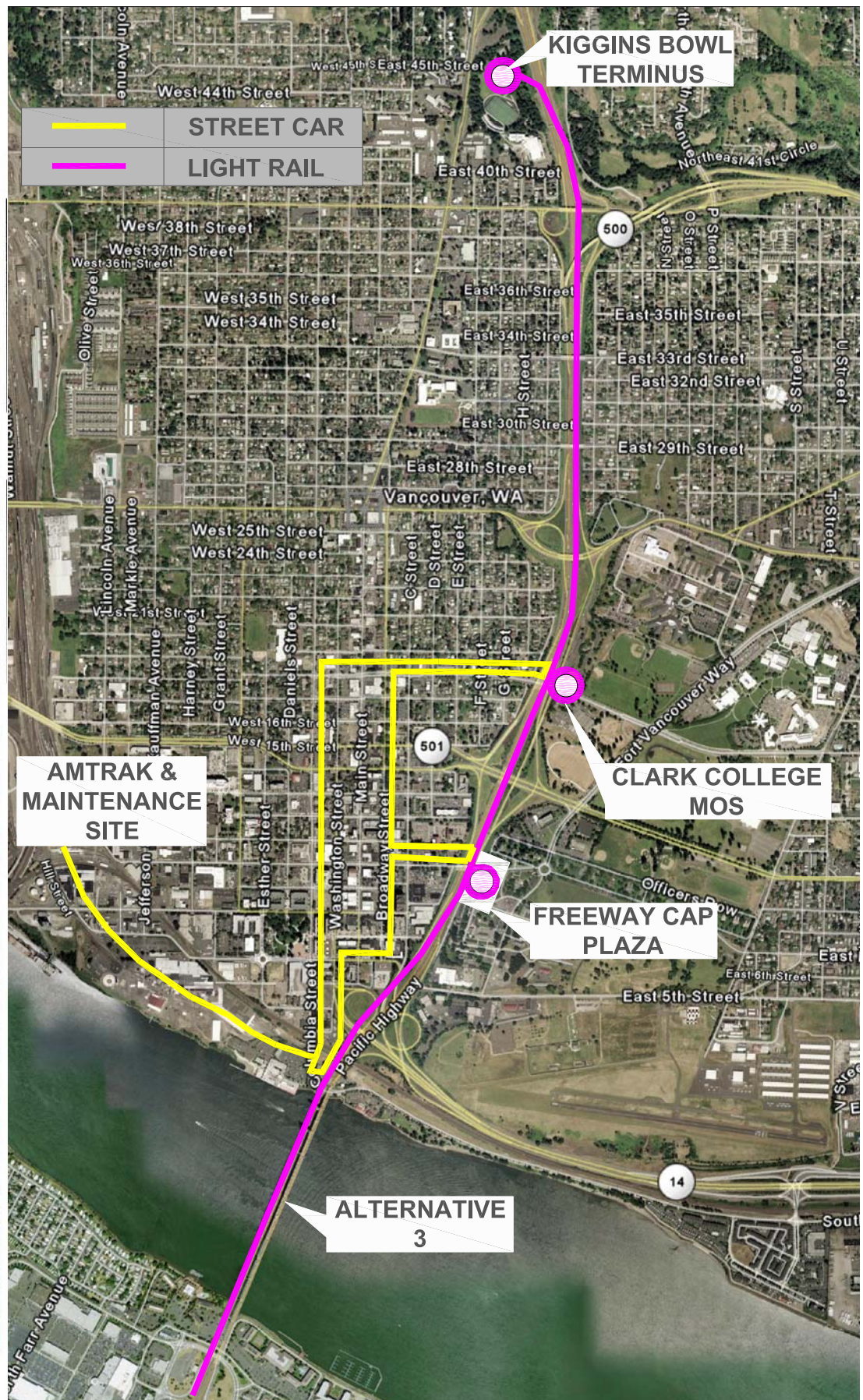
ALTERNATIVE 3 WITH LIGHT RAIL TERMINUS AT I-5 FREEWAY CAP PLAZA

Kiggins Bowl Terminus



MAP DIMENSIONS ARE APPROXIMATE.
MOS=Minimum Operable Segment

Image courtesy of:
Columbia River Crossing Project
Draft Environmental Impact Statement



that this is a more environmentally sound option and sets up a Light Rail future system up Highway 99 to north Clark County and will be useful to promote future urban density.

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

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

- Ø Use high capacity transit corridors for high capacity transit. Keep the majority of commuters on or along the I-5 corridor. Do not force commuters to make unwanted and time consuming stops through downtown Vancouver.
- Ø Use Light Rail where it works best, in moving commuters quickly, with stops spaced out for quick, efficient travel.
- Ø Use Streetcars to mix with the automobiles to support urban density and urban lifestyles, moving people within our city to connect to rapid transit or Light Rail.
- Ø Compare environmental impacts of the Light Rail to the Streetcar couplets.
- Ø Compare economic development between the Light Rail and Streetcar couplets.

I have attached a PDF diagram of this Alternative 3 with Light Rail landing at the proposed Freeway Cap, extending north to the Clark College MOS and then on to Kiggins Bowl Terminus. This diagram shows the use of a proposed Streetcar system in lieu of the proposed Light Rail system through downtown with connections to the Freeway Cap and Clark College Light Rail stops.

Thank you so much for your sincere consideration of this matter.

Ralph R. Willson, AIA
Principal, LSW Architects

Attachment of PDF file

Ralph R. Willson, AIA, LEED™ A.P.
Principal

Building Stronger Communities Through Design

LSW Architects PC
2300 Main Street
Vancouver, WA 98660
t | 360.694.8571
f | 360.694.9510

1953 NW Kearney Street
Portland, OR 97209
t | 503.274.5432
f | 503.274.0085

www.LSW-Architects.com

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