

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

P-1193-001

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

P-1193-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

Vancouver, WA 98666

Comments:

P-1193-001 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."

P-1193-002 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.

P-1193-002

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver. VWG explored McLoughlin, 16th Street and 17th Street as possible alternative east/west connections, the latter having not been analyzed in the DEIS. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG was nearly evenly split on the 17th Street or McLoughlin alignment as the east/west connection to the Clark College Park and Ride. The 16th Street alignment was dropped from considerations due to cost, speed and safety considerations.

Upon learning about the VWG's split vote of the east-west alignment, members of City of Vancouver Council and C-TRAN's Board of Directors directed CRC staff to more thoroughly investigate both the McLoughlin and 17th Alignments. From November 2009 until February 2010 CRC project staff conducted extensive technical work and public outreach regarding the alignment options. Based on this additional research and public input, the City of Vancouver City Council and C-Tran Board of Directors voted to adopt the 17th alignment.

This alignment was adopted as part of the LPA and is analyzed in the FEIS. For more information on the transit alignment decision-making process please see Chapter 2 (Section 2.7) of the FEIS.

P-1193-002 | Thank you for your attention to this matter, and best of luck in building a terrific new bridge!

Sincerely,

Rory Bowman