

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

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Home Zip Code: 98661  
 Work Zip Code: 98660

Person:

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

Person commutes in the travel area via:

Bicycle  
 Car or Truck  
 Walk

**P-0751-001**

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

Contact Information:

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 Last Name: Willson  
 Title:  
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 Address: 2300 Main Street

**P-0751-001**

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 98660

Comments:

- P-0751-002** Thank you and your team for the years of hard work directed at solving transportation issues for the Columbia River Crossing.
- As an Architect, and a 30-year resident of the City of Vancouver, I wish to go on record as a supporter of Alternative 3: Replacement Bridge with Light Rail with a modification to be considered in the development of a Locally Preferred Alternate (LPA).
- P-0751-003** 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.
- P-0751-004**
- P-0751-005**
- P-0751-006** 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.
- P-0751-007** Whether or not the Freeway Cap is included in the CRC project, I would ask that the Columbia River Crossing Task Force to review the environmental impacts of Alternative 3, with the option of landing the first stop of Light Rail on the Freeway Cap or in its proposed vicinity, and continuing the Light Rail north along the freeway (perhaps elevated, but within the freeway right-of-way) to the proposed Clark College Minimum Operable Segment (MOS), and eventually to the Kiggins Bowl Terminus. It is my belief that this is a more environmentally sound option and sets up a Light Rail future system up Highway 99 to north Clark County and will be useful to promote future urban density.
- P-0751-008** 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.
- P-0751-009** This Option, while it has inherent difficulties addresses the fact that we must look at our transportation solutions holistically.
- Use high capacity transit corridors for high capacity transit. Keep the majority of commuters on or along the I-5 corridor. Do not force commuters to make unwanted and

### **P-0751-002**

Thank you for your comment. 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.

### **P-0751-003**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The project team has been working closely with our sponsoring agencies, including C-Tran, to assure that the CRC delivers an integrated component of the regional transit network, and that we don't introduce future impediments to achieving the C-Tran 20 year vision, the vision for multi-modal areas outside of the downtown, or the Regional Transportation Council's long term transit corridor plans.

### **P-0751-004**

The CRC Project is focused on providing a high-capacity transit option through downtown Vancouver to Clark College. RTC has completed a High-Capacity Transit System Study which recommends specific high-capacity transit improvements, including light rail, bus rapid transit and bus service improvements that will best serve Clark County residents in the mid-term (by 2030) and long-term (beyond 2030). To view their Final HCT System Study, visit RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

### **P-0751-005**

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus

**P-0751-009** time consuming stops through downtown Vancouver.

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

station will serve a community and senior center, a community college, and the Veterans Administration campus.

**P-0751-006**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS. The project will jointly provide the lid at Evergreen, working with the City of Vancouver, the National Park Service, and other partners. The lid will better tie the Riverwest development and the Vancouver Community Library to the Vancouver National Historic Reserve. The FEIS addresses the design of the lid in Chapter 2.

**P-0751-007**

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. Following approximately 5 months of coordination, in addition to public open houses and walking tours, the VWG recommended the Washington-Broadway Couplet through downtown Vancouver to C-TRAN and City of Vancouver staff. Per the Vancouver Working Group Final Report (October 2009), this alignment was preferred largely because it spread the potential impacts and benefits across two streets, as opposed to concentrating them on a single street. 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-0751-008**

Many different options for addressing the project's Purpose and Need

were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.

**P-0751-009**

Please see response to comment P-0751-008.