



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 19, 2008 9:05:23 AM
Attachments:

Home Zip Code:
 Work Zip Code:

Person:
 Works in the project area
 Owns a business in the project area

Person commutes in the travel area via:
 Bicycle
 Car or Truck

- P-0816-001**
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: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: No

Contact Information:
 First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

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Comments:

P-0816-001

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.

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my concerns about light rail. I understand the decision is leaning toward 2 way on Broadway. Where as this would be great for me because I own a building on Broadway and my property becomes more valuable, (although I would have to change the use to retail - which opens up a lot more potential renters) I really think Broadway is a huge mistake. Selfishly great for me but huge mistake for uptown and downtown. I believe this for the following reasons.

1. Light rail benefits retailers- 1000 eyes going past your business, we know all light rail areas increase in retail for this reason. Think interstate etc.
2. Broadway has no retail - it is a few offices most of which don't have parking, but mostly, it consists of medium density housing. Lots of 6-18 plexes with no parking. These folks are presently parking on the street in front of their apartments. You put light rail down Broadway, all the parking goes away, and they will be parking in the neighborhoods and on Main street.
3. I am concerned that a vocal minority are significantly influencing the decision making process. These folks are my friends and I care for them a great deal. However, their biggest concern is making it through the 6 week construction period. (I do completely empathize with them) The organizers of the petition signing are small business owners that do not have the reserves to make it through the 6 weeks of decreased business during the construction on the street in front of their stores. As you know it is standard business practices to have 6 months worth of reserves. Secondly statistically speaking, if they don't have 6 weeks of reserves, the likelihood of them being around in 5 years is very small. So we are making major economic decisions based on a small minority of shop owners who do not own the property and most likely will not be here in 5 years.
4. My biggest concern is for the viability and revitalization of our DT and Uptown areas. I attended the meeting when the woman from Gresham spoke about this exact scenario. They voted to not have light rail going through the Gresham downtown and the downtown is dying.
5. All the statistics I have read show increased vitality and significant increase in commerce on the street that a light rail is built. It increases property values, (all great for me) brings in more upscale retailers which give people more reason to come to Vancouver's core district.

In summary, It is my humble opinion that the powers that be should take a stand and look at the big picture long term and support light rail down Main street. Yes, as in all projects like this, there will be casualties this is very unfortunate and breaks my heart for those I know won't make it. However, although it is to my benefit, I am more concerned about the greater good of the downtown and the uptown, and what will happen if light

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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-0816-002 | rail goes down Broadway. Not only will our Main street retail die, but there is also an impact on the surrounding neighborhoods due to the parking issue on Broadway.