

Columbia River
CROSSING Comment Form

Thank you for taking the time to give us your thoughts and help shape the future of this project.

DATE: 10-12-11

COMMENTS:

I object to the light rail loop thru downtown Vancouver. I predict it will not have the ridership to validate the expense. If your objective is to build a system that served downtown citizens and that area, a system of trackless trolleys would be much, much cheaper, and the routes could change as needed. The route for seniors from the port will impact that loop, also.

P-004-001

PLACE COMPLETED FORM IN BOX OR TO A STAFF MEMBER. It may be mailed:

Columbia River Crossing
1800 N. 1st St., Suite 300
Vancouver, WA 98660

rcolumbiarivercrossing.org

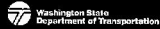
P-004-002

503-256-2726 or 503-256-2726

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P-004-001

Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected light rail to Clark College as the project's preferred transit mode. These sponsor agencies, which include the Vancouver City Council, Portland City Council, C-TRAN Board, TriMet Board, RTC Board and Metro Council, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force before voting on the LPA. (The CRC Task Force included a broad group of stakeholders representing a range of interests affected by the project - see DEIS Appendix B, Public Involvement, for more information).

Light rail is more likely than other transit options to attract desirable development in downtown Vancouver, which is consistent with local land use plans.

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-004-002

Thank you for thinking of freight mobility, which is an important purpose of the project. The traffic modeling done for the City shows improvements to many intersections, even with frequent light rail service. The routes for trucks have been particularly important. Working with the freight and trucking community, the project has identified many current design problems, and has included improvements related to these, especially at Mill and Fourth Plain Boulevards in Vancouver, as well as Marine Drive in Portland.