


From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 3:57:39 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 98663

Person:

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

Person commutes in the travel area via:
 Car or Truck

P-0894-001

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: Yes
 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-0894-001

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.

P-0894-002 | Where as I know there are a lot of people that have businesses on Main street that do not want the LR. These are people that lease space and do not have reserves to make it through the 6 week construction period. It is unfortunate with any light rail project there are casualties. With all light rail there is transformation and revitalization of the areas that surrounding it. The best place is through the retail areas. I believe that a light rail down main street would bring in more business, improve and revitalize the down town/ up town . It is retail that gets the advantage from the increased traffic through the area, improving visibility and business.

P-0894-003 |

We should not put the light rail up Washington or Broadway as there is no retail and the streets are not as wide as Main. Main has 70 feet of street plus very wide sidewalks. Broadway and Washington do not. Broadway would be the worst option as it is only 60 ft wide and mostly medium density housing with no off street parking. If the LR goes down Broadway it would take away the street parking and then these folks in the medium density housing will be parking in our neighborhoods. There is no retail on Broadway or Washington so you lose one of the main benefits of the LR.... bringing more people to your store.

Please put LR two way down Main and not Broadway or Washington.

P-0894-002

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities. Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

P-0894-003

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.

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.