

From: [Melanie Gangle](#)
To: [Draft EIS Feedback](#);
CC:
Subject: We support Option #3: Replacement bridge with light rail transit
Date: Friday, May 02, 2008 7:41:48 AM
Attachments:

Dear Planners:

P-0018-001 We are residents of Camas, WA and we support Option #3: Replacement bridge with light rail transit. We believe that light rail transit provides the best public transportation foundation for Clark County. We want to see light rail expanded along Mill Plain Blvd and throughout the greater Vancouver/Camas/Clark County area. We would also like to see a long-term public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue. We must plan ahead in order to address the growing needs of our region by investing in public transit infrastructure. Light rail offers the most efficient and effective use of resources for the greatest number of riders. The key to developing an effective light rail system is long-term planning.

We would also eventually like to see light rail extended along I-205, and connected along Mill Plain Blvd to the I-5 extension. This discussion of the Columbia River Crossing should be expanded to include ongoing public forums for discussion of growth and public transportation issues faced by Clark County. Planned development of light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region. It is essential to build public understanding and support of light rail and public transportation, so that the public can fully understand the economic benefits of long-term planning and infrastructure

P-0018-001

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-0018-002

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. Though

P-0018-002 | development for our long-term regional growth.

P-0018-003 | NOTE: I use C-TRAN buses, and Trimet MAX and buses on my daily commute to and from Portland. My husband walks to work in Camas.

Best,

Melanie Gangle & James Dewey
Camas, WA 98607

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these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

P-0018-003

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.