

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Friday, May 09, 2008 2:40:27 PM  
**Attachments:**



Home Zip Code: 98664  
 Work Zip Code: 98664, 98665

Person:  
 Commutes through the project area  
 Other - non-work travel through area

Person commutes in the travel area via:  
 Car or Truck

- P-0114-001**
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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Unsure  
 Clark College (MOS) Terminus: Unsure

Contact Information:  
 First Name: Chris  
 Last Name: Buchheit  
 Title: Past Chair, Vancouver Heights NA  
 E-Mail:  
 Address: 604 Miami Court  
 Vancouver, WA 98664

Comments:

- P-0114-002** I believe the light rail option is really the only one that makes sense. Yes, it will create

### **P-0114-001**

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-0114-002**

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-0114-002** | more temporary disruption. Long term, if you want people to use it, it has to be as simple and hassle-free as possible. I have experience with mass transit in other cities (New York, Philadelphia, Washington DC). The reason those systems work, especially New York, is that you can easily travel long distances without changing trains, buses, etc. And they are highly utilized.
- P-0114-003** | I believe the further you extend the northern terminus, the better. Again, it lessens congestion in the downtown area.
- P-0114-004** | I already receive the updates via email.

**P-0114-003**

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-0114-004**

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