



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 20, 2008 10:26:42 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 97201

Person:
 Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0414-001**
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: No
 Clark College (MOS) Terminus: No

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

Comments:

- P-0414-002** For an effective regional transportation system it is essential that light rail continues from

P-0414-001

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-0414-002

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-0414-002** | Portland into Clark County and from Clark County into Portland. A BRT alternative would not provide the seamless connectivity needed for system efficiencies and effectiveness for riders.
- P-0414-003** | Locating the terminus in the area near 39th Street or Kiggins Bowl will better serve riders going to/from Portland and draw higher ridership than the Clark College terminus. The area around Clark College is already too congested so adding a park n ride there is ill advised. It is worth the cost to locate it farther north so it can serve more residents and provide better access and connectivity with the growing population in the north.

P-0414-003

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.