


From: bcourtwa@msn.com 
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 21, 2008 8:36:40 AM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98662

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

Person commutes in the travel area via:
 Car or Truck

- P-0422-001**
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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: No

Contact Information:
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 Last Name: courtway
 Title:
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 Address: 705 w 29th st
 vancouver, WA 98660

- P-0422-002** | Comments:
 Light rail is the best choice. No need to go all the way up main 15th far enough. Between

P-0422-001

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-0422-002

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-0422-003

Wa and Or it is MOST important that the goal of less traffic is achieved. This is not only by putting in billions for rails and concrete but educating people to ride. People with money enjoy their freedom and their car. Besides the Green thinkers a lot of light rail riders scare away those who may ride instead of drive. This is not your work commuter time or crowd. At night myself I have no problem but many do. This will work great but not without education and safety. Thanks

P-0422-003

Safety and security are top priorities for C-Tran and TriMet. CRC, C-TRAN and TriMet are partnering with local jurisdictions, police and neighborhoods to design, implement and operate a safe and secure transit system. A Safety and Security Management Plan (SSMP) was created, in part, to address public concerns about safety, and is a requirement for funding from the Federal Transit Administration. Safety will be designed into every phase of the project. There will be an outreach effort to educate riders and the general public about safety, security and how to ride.