

From: dslightam@yahoo.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 4:12:31 PM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98683

Person:
 Lives in the project area

Person commutes in the travel area via:
 Bicycle
 Car or Truck
 Walk

- P-0527-001**
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: Unsure
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: No Opinion
 Clark College (MOS) Terminus: Yes

Contact Information:
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 Address: 114 W 32nd St
 Vancouver, WA 98660

Comments:

P-0527-001

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-0527-002** I support a new bridge and light rail. I DO NOT support building light-rail at the expense of small businesses in downtown or uptown village. Please, do not run light-rail down main Street in Uptown village. In the short term, the building phase would put many of the existing small business owners out of business. In the long run, losing street parking and inhibiting pedestrians on the section of main street between Mill Plain and 4th Plain would drastically hurt the positive dynamic that has grown on that street. Interstate Avenue in Portland is not a good comparison. Not at all. Broadway, Columbia, Franklin, McGloughlin, 4th Plain and others are reasonable routes. Connect. Don't overrun.
- P-0527-003**

P-0527-002

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-0527-003

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.