



**From:** [laughl\\_a@hotmail.com](mailto:laughl_a@hotmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 7:01:07 PM  
**Attachments:**

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Home Zip Code: 98685  
 Work Zip Code: 97124

Person:

Lives in the project area  
 Works in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

**P-0575-001**

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: Yes

Contact Information:

First Name: A  
 Last Name: Laughlin  
 Title:  
 E-Mail: [laughl\\_a@hotmail.com](mailto:laughl_a@hotmail.com)  
 Address: 13717 NW 2nd ave  
 Vancouver, Wa 98685

Comments:

**P-0575-001**

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-0575-002** Please consider commuters that travel to different locations in Portland and the greater Portland area all in a day. Public transportation can not and doesnot fit that need. I can be at several locations in a typical day visiting clients.

**P-0575-002**

Thank you for your comment. The light rail transit extension as proposed as part of the LPA will extend light rail to Vancouver with a terminus at Clark College. The extension will connect with the existing light rail system. TriMet is responsible for bus service in the greater Portland Metropolitan Area. TriMet is striving to build a safe, comfortable, reliable and innovative transit system that delivers transportation options to our growing region, meeting the needs of TriMet'scurrent riders and attracting new ones. Transit aside, the CRC project also reduces vehicular congestion and improves highway safety.