


From: [Jeanine Hill](#) 
To: [Columbia River Crossing](#)
CC:
Subject: Support for new I5 Bridge with light rail
Date: Thursday, May 29, 2008 7:57:50 AM
Attachments:

To whom it may concern.

P-0697-001 I have read all the negative reaction to the new bridge plan in the news.

To counter the loud negative voices, I support the new bridge plan with light rail.

We are a part of the Portland Metropolitan region. The region is using light rail, why would we do anything else other than extend the chosen system north into Clark county?

P-0697-002 I would love to see a west trunk of light rail from Ridgefield all the way down to Expo and I'd like to see an east trunk from Battle Ground down to the Airport. In addition I would like to see us use existing rail corridors for commuter rail such as we see in the NE corridor or in Chicago.

P-0697-003

Keep up the good work.

Regards,

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P-0697-001

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-0697-002

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. Though

these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.

P-0697-003

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.