

From: glenna@macrory.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 7:11:15 PM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98660

Person:

Commutes through the project area
 Other - Visit there often, patronize businesses there

Person commutes in the travel area via:

Bicycle
 Bus
 Car or Truck
 Walk

P-0743-001

1. In Support of the following bridge options:
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:
 Bus Rapid Transit between Vancouver and Portland
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Unsure
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: No

Contact Information:

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 Last Name: Bowman
 Title:
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P-0743-001

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.

Vanouver, WA 98666

Comments:

P-0743-002 The only route which has my support is Mill Plain MOS Terminus. It is the logical place and causes the least disruption in other systems already working.

I am totally against the Clark College MOS Terminus because of the disruption of a good working pathway for bikes, pedestrians and autos. To take anything across this lovely area which is so pleasant a walking and biking route (incuding Marshall Center) is unthinkable.

P-0743-002

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. Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.

The east-west portion of the alignment will travel on 17th Street, and cross under I-5 at McLoughlin Boulevard. It will travel on McLoughlin for a short distance, from the west side of I-5 to the Clark College terminus. For more information on the LPA, please see Chapter 2 of the FEIS.