

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 3:05:19 PM
Attachments:

Home Zip Code: 97217
 Work Zip Code: 97217

Person:

Lives in the project area
 Works in the project area
 Owns a business in the project area
 Commutes through the project area



Person commutes in the travel area via:
 Car or Truck

P-0896-001

1. In Support of the following bridge options:
 Replacement Bridge
 Supplemental Bridge
 Do Nothing
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: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name:
 Last Name:
 Title:
 E-Mail:
 Address:

P-0896-001

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-0896-002

Please refer to response to comment P-0896-001.

Comments:

P-0896-002 Some vancouver residents want light rail to stop at the Oregon side of the bridge. As many Vancouverites commute via light rail, this makes my Bridgeton neighborhood a giant parking lot for them. During evening rush hour it is impossible to cross the bridge, because of all the people who drive from WA to the expo/delta max stations and want to enter I5 and cross the bridge.