

**From:** [Gary.Evans@fhwa.dot.gov](mailto:Gary.Evans@fhwa.dot.gov)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Thursday, June 05, 2008 2:47:42 PM  
**Attachments:**

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Home Zip Code: 98685  
 Work Zip Code: 98661

Person:

Works in the project area  
 Commutes through the project area

Person commutes in the travel area via:

Car or Truck  
 Walk



**P-0913-001**

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: Yes  
 Mill Plain (MOS) Terminus: Unsure  
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Gary  
 Last Name: Evans  
 Title:  
 E-Mail: [Gary.Evans@fhwa.dot.gov](mailto:Gary.Evans@fhwa.dot.gov)  
 Address:

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Comments:

**P-0913-001**

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-0913-002** | I think the existing bridges should be replaced with bridges and foundations built to modern safety and earthquake standards. I also encourage the light rail mode to allow the least amount of time in having to change travel modes. At some point, it is obvious that
- P-0913-003** | light rail will/should continue north to Battleground, Ridgefield, La Center, Woodland, Kalama, Kelso, etc...

**P-0913-002**

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-0913-003**

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](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.