

From: ehovde@earthlink.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 7:50:10 PM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 98660



Person:

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

Person commutes in the travel area via:

Bicycle
 Car or Truck
 Walk

P-0917-001

1. In Support of the following bridge options:
 Replacement 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: No
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Ryan and Dina
 Last Name: Hovde
 Title:
 E-Mail: ehovde@earthlink.net
 Address: 4300 Columbia Street

P-0917-001

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.

Vancouver , WA 98660

Comments:

- P-0917-002** Thanks to CRC folks for all the work and open lines of communication. We are very interested in seeing solutions to the gridlock on Interstate 5. We think mass transit can play a role in that. However, we are adamantly opposed to any light rail line traveling up Main Street in the Uptown Village area. This small business area is currently pedestrian friendly and has an excellent ambience. We feel dominating the street with light rail will degrade what is an up-and-coming, pedestrian-friendly, visually pleasing place to buy goods and enjoy services. We would not take my small children walking through Uptown Village as I do now if it became a transit zone.
- P-0917-003** Further, putting a large park and ride at the Lincoln site is not best for the Lincoln neighborhood or commuters. Park & Rides should be places as close to I-5 as possible, away from residences when at all possible. The Clark College Terminus and even a lot at Kiggins, which is already a traffic area, make much more sense.

P-0917-002

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0917-003

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.

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Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members - residents, business owners, transit-dependent populations and commuters - who had interest in light rail planning to form the Vancouver Working Group (VWG). The VWG met regularly to develop recommendations and provided feedback to the CRC project, the City of Vancouver and C-TRAN on transit alignments, proposed station locations and design, security and park and ride facilities in downtown Vancouver.

The light rail alignment is a Washington-Broadway couplet, with an east-west connection on 17th Street to a terminus and park and ride at Clark College.

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