

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, June 05, 2008 4:57:12 PM
Attachments:

Home Zip Code: 98663
 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
 Bus
 Car or Truck
 Walk

P-0954-001

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

Contact Information:

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

P-0954-001

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.

Address:

,

Comments:

- P-0954-002** I support both light rail and bus transport as well as an additional bridge because I think in the days to come with increased population and gas prices we are going to need as many options as we can have. I support transit terminuses that are further north so as to get as many people as possible as far in as possible. I believe the only way we can have viable alternative transportation in Clark County is to combine light rail and busses so as to branch out to the outlying areas while supplying main artery transportation on the most frequently travelled routes.
- P-0954-003**
- P-0954-004** I am already on your mailing list so I have not signed below. You give no option on this form to say that.

Marcia McReynolds
360-750-8536
listeninglady@gmail.com

P-0954-002

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-0954-003

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.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-0954-004

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