



From: colleenhaha@earthlink.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Sunday, June 08, 2008 11:06:50 AM
Attachments:

Home Zip Code: 98683
 Work Zip Code: 98626

Person:
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

- P-0995-001**
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: Unsure
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Unsure

Contact Information:
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 Vancouver, WA 98683

- P-0995-002** | Comments:
 I feel if we are going to spend the time and money on this project, that we need to think

P-0995-001

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-0995-002

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-0995-002 | longterm, and resolve any foreseeable transportation issues. For example, the I-5 bridge has to lift for ships to come through holding up traffic therefore a replacement bridge spanning higher is optimal reducing commuter wait time. I feel that whatever is decided that it fits in with the flavor of the Fort, the walkways, the college, the new shopping center, etc., We want to create something that is appealing to tourists to help boost our economy and something that keeps the product flowing back and forth across the river. I say we have bus, bicycle, mass transit, car, etc., etc.,..... I don't want us to have to do this again 20 years from now.

P-0995-003 |

P-0995-004 |

P-0995-005 |

P-0995-003

The CRC project design for interchanges, roadway elements, transit stations, and other facilities will be context-sensitive and reflect the unique character of the surrounding area. CRC formed a 14-member, bi-state Urban Design Advisory Group (UDAG), made up of design professionals and neighborhood representatives. All UDAG meetings are open to the public to attend and observe. Goals of the UDAG include achieving “design excellence that can be embraced by affected communities and users” and providing “a landmark bridge that is both inspired and inspiring and fully integrates the design and function of the structure with the urban design elements.” Working closely with project designers, UDAG will provide input and guidance on integrating the new facilities with the surrounding community. This work includes identifying significant iconography (for example, symbols and patterns) that will reflect the history of the area, the Native American communities, early pioneers, or other significant themes. These images will be incorporated into an art master plan. Additional discussion of bridge designs can be found in Chapter 2 of the FEIS and in the Visual and Aesthetics Technical Report supporting the FEIS.

P-0995-004

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

P-0995-005

See discussion above regarding the CRC project's Locally Preferred Alternative (LPA) that includes replacing the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River, and enhances local bus service.