



**From:** [lkelly32@comcast.net](mailto:lkelly32@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, June 18, 2008 9:01:05 PM  
**Attachments:**

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Home Zip Code: 98682  
 Work Zip Code: 98683

Person:

Lives in the project area  
 Works in the project area

Person commutes in the travel area via:  
 Car or Truck

**P-1117-001**

1. In Support of the following bridge options:  
 Supplemental 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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:

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 Title:  
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 Address:  
 , 98682

Comments:

**P-1117-002** | I agree w/ the metro suggestion to have a toll for the current bridge along w/ a

**P-1117-001**

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-1117-002**

The evaluation of the five alternatives in the DEIS was preceded by an evaluation and screening of a wide array of possible solutions to the CRC project's Purpose and Need statement. Chapter 2 of the DEIS (Section 2.5) explains how the project's Sponsoring Agencies generated ideas and solicited the public, stakeholders, other agencies, and tribes for ideas on how to meet the Purpose and Need. This effort produced a long list of potential solutions, many of which were non-auto oriented options such as various transit modes and techniques for operating the

**P-1117-002** | supplemental structure to carry light rail.

I found the comments from the Clark County JC president shocking and incoherent. Light rail would increase traffic and accidents? But no mention of increased access to the school? Hmm, it's worrisome he's the president of an institution of higher learning.

**P-1117-003** | I also can't understand why downtown Vancouver business owners wouldn't want light rail. Don't they want customers to come to their business?

existing highway system more efficiently without any capital investment. After identifying this wide array of options, the project evaluated whether and how they met the project's Purpose and Need, and found that in order for an alternative to meet the six "needs" included in the Purpose and Need (described in Chapter 1 of the DEIS), it had to provide at least some measure of capital improvements to I-5 in the project area. Alternatives that did not include such improvements in the highway generally did not adequately address the seismic vulnerability of the existing I-5 bridges, traffic congestion on I-5, or the existing safety problems caused by sub-standard design of the highway in this corridor. The DEIS evaluated alternatives with more demand management (higher toll) and increased transit service with less investment in highway infrastructure improvements (Alternatives 4 and 5). This analysis found that a more balanced investment in highway and transit, as represented by Alternatives 2 and 3, performed best.

Regarding METRO, following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies, which included Metro, selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA).

**P-1117-003**

Both current and future land use is one of the criteria used to determine the locations of proposed transit facilities. Other considerations include traffic impacts, property impacts, and overall transit operations. The five proposed stations will support current and planned residential and commercial development. As an example, the Clark College terminus station will serve a community and senior center, a community college, and the Veterans Administration campus.