


From: melaniegangle@yahoo.com
To: [Columbia River Crossing](#) 
CC:
Subject: Comment from CRC Submit Comments Page
Date: Friday, May 02, 2008 7:28:00 AM
Attachments:

From: Melanie Gangle
 E-Mail: melaniegangle@yahoo.com
 Comment or Question:
 Dear Planners:

P-0017-001

We are residents of Camas, WA and we support Option #3: Replacement bridge with light rail transit. We believe that light rail transit provides the best public transportation foundation for Clark County and we hope to see light rail expanded along Mill Plain Blvd and throughout the greater Vancouver/Camas/Clark County area. We would also like to see a long-range public transportation plan for Clark County that includes further development of light rail transit and associated planned business and economic growth along transit routes, similar to what has happened in Portland along MAX routes especially along North Interstate Avenue.

P-0017-002

I commute to and from Portland each day using the Camas Connector, C-TRAN bus, MAX and Trimet bus. We would also eventually like to see light rail extended along I-205, and connected along Mill Plain Blvd to the I-5 extension. Planned development of light rail is a long-term investment in the economic viability of Clark County and SW Washington and essential to our economic development in this region.

Best,

Melanie Gangle & James Dewey
 Camas, WA 98607

P-0017-001

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-0017-002

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. Though

these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.