

From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Thursday, May 15, 2008 8:35:43 PM
Attachments:



Home Zip Code: 98660
 Work Zip Code: 97209

Person:
 Lives in the project area

Person commutes in the travel area via:
 Bus

P-0150-001

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

Contact Information:

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

,

Comments:

- P-0150-002** I strongly support a stop at 7th or 8th streets in Vancouver.

P-0150-001

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-0150-002

Thank you for your comment. The LPA proposes multiple stations in lower downtown Vancouver. Please see Chapter 2 of the FEIS for more detail.

