

S-008-001

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.

From: wallace.deb@leg.wa.gov
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Friday, June 27, 2008 2:43:13 PM
Attachments:

Home Zip Code: 98684
 Work Zip Code: 98684

Person:

Works in the project area
 Commutes through the project area
 Other - Clark County Legislator

Person commutes in the travel area via:
 Car or Truck

- S-008-001**
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: No
 Kiggins Bowl Terminus: No
 Mill Plain (MOS) Terminus: No
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Deb
 Last Name: Wallace
 Title: Representative
 E-Mail: wallace.deb@leg.wa.gov
 Address: 108 SE 124th Ave.
 Vancouver, WA 98684

Comments:

Dear Columbia River Crossing Task Force members,

S-008-002 Thank you for your work on the Columbia River Crossing project on behalf of our region. As State Representative for the 17th Legislative District, which includes East Vancouver and parts of Battle Ground, Ridgefield, Brush Prairie and unincorporated Clark County, I have been working to encourage residents in East Clark County to weigh in on the project. This July marks an important milestone for the Columbia River Crossing project. After years of planning and designing, the project team will decide on a design option for construction, including transit options.

S-008-003 The federal government requires all freeway expansion projects to include increased public transit of some type and with the rising cost of gasoline effective transit makes sense. The Columbia River Crossing project has considered rapid bus built on its own dedicated lane and light rail as the two most promising options.

S-008-004 Whichever option is chosen, it must have the ability to serve more than just the I-5 corridor. Light rail is too expensive to build throughout Clark County (as we do not have the population base to meet federal funding requirements), but by choosing a transit option that expands only a short distance into Clark County, the Columbia River Crossing project could leverage existing regional resources by connecting to the 44-mile Max light rail system.

I can only support a light rail or bus rapid connection if it travels through downtown Vancouver to a new park-and-ride east of I-5 at Clark College near Fourth Plain Blvd.

S-008-005 This end point would connect to the C-TRAN route #4 Fourth Plain, a route that boasts C-TRAN's highest ridership with a current daily ridership of 5,378. This terminus would also provide an opportunity to connect to I-205 commuters and East Clark County residents.

S-008-006 The point is to help more people get where they need to go in a timely and cost effective manner. C-TRAN needs to expand its existing bus system to support these commuters since light rail or bus rapid transit will only go just beyond the I-5 bridge. We need an enhanced park-and-ride system along I-205 north to Battle Ground and east to Washougal. Currently, still-expanding north and East Clark County is vastly underserved by transit, and connecting travelers to any new system must be part of the conversation. Funding is limited so we must maximize our transportation investment to get the most bang for our buck.

I am certainly available at your convenience to discuss this issue further.

Sincerely,

S-008-002

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

S-008-003

A public transit component generally makes a project more competitive for the spectrum of federal funds.

S-008-004

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 through downtown Vancouver to a station and park and ride at on McLoughlin Boulevard near 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.

Deb Wallace
State Representative
17th Legislative District

S-008-005

The park and ride station at Clark College would be on the north side of McLoughlin Boulevard. Riders on C-TRAN Route #4 could transfer to light rail at the Mill park and ride station.

S-008-006

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.