



From: [BARRY TILLSON](#)
To: [Columbia River Crossing](#)
CC:
Subject: Final Option
Date: Friday, June 13, 2008 11:29:35 AM
Attachments:

P-0728-001 Please select as the final option a totally new bridge.
 It must be one that is independent from river traffic.

P-0728-002 It must be one that includes a light rail connection between the Yellow Line and C-Tran at a future Vancouver Station. Hopefully in the future the citizens of Clark County will embrace light rail and see the benefits that it brings for transit options.

The bridge and future light rail stations must include the possibility for future expansion and longer trains. The current design of a two-car consist limits the ability of light rail to quickly respond to increased ridership for special events, future growth, and increases resulting from spikes in oil prices.

Barry Tillson

P-0728-001

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-0728-002

The LPA includes a light rail extension into Vancouver. The extension will connect with the Yellow line at the Expo Center. Transit stations will be built on Hayden Island, downtown Vancouver, with a terminus at Clark College.

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.

The two car system is fixed because it fits within the city blocks of downtown Portland. If necessary, light rail can run on reduced headways to increase capacity in the short-term. The current plan is to run 7.5 minute headways during the 2 hour morning and evening peaks and 15 minute headways during off-peak hours.