

**From:** [NoEmailProvided@columbiarivercrossing.org](mailto:NoEmailProvided@columbiarivercrossing.org)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Saturday, May 31, 2008 8:56:35 AM  
**Attachments:**



Home Zip Code: 98686  
 Work Zip Code: 98663

Person:

Lives in the project area  
 Works in the project area

Person commutes in the travel area via:

Car or Truck

**P-0830-001**

1. In Support of the following bridge options:  
 Supplemental Bridge
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit 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: No

Contact Information:

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

Comments:

**P-0830-002** Please continue use of existing bridges

**P-0830-001**

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-0830-002**

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.

- P-0830-002** | Please build a 3rd bridge with reversible commuter lanes (like in Seattle), and bus lanes.
- P-0830-003** | Please do not use light rail for mass transit-use buses (buses offer more flexibility than light rail; installing light rail will impose on future generations a perpetual tax dollar deficit)
- P-0830-004** | Please let citizens vote if you want light rail
- P-0830-005** | In Vancouver, at about NE 99th St and I5 is a BRAND NEW Bus transit center - instead of spending more to build a new transit center - use what is here.

**P-0830-003**

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.

**P-0830-004**

There will not be a public vote on construction of the various CRC project elements. However, as a public project, it must be approved and funded by the decisions of elected officials who are themselves directly elected by voters. Long-term operation and maintenance of the new light rail line will be funded through C-TRAN and TriMet. For its share of the operations and maintenance funding, C-TRAN plans on pursuing a public vote.

**P-0830-005**

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](http://www.rtc.wa.gov). Though these recommendations are designed to connect with CRC transit improvements, they are not part of the CRC project.