



**From:** [jim.owen@msn.com](mailto:jim.owen@msn.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Tuesday, June 10, 2008 1:33:36 PM  
**Attachments:**

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Home Zip Code: 98683  
 Work Zip Code:

Person:  
 Other - Visit City Hall area, 40th & Main, Clark College

Person commutes in the travel area via:

- P-1010-001**
1. In Support of the following bridge options:  
 Replacement 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: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: No Opinion  
 Clark College (MOS) Terminus: No Opinion

Contact Information:  
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 Last Name: Owen  
 Title:  
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 Vancouver, WA 98683

- P-1010-002**
- Comments:  
 My main concern is freight traffic to and from the Port of Vancouver. Whatever the alignment, I feel it is imperative that light rail be elevated over Mill Plain/15th St, Fourth Plain, and 39th St, to avoid conflict and further congestion at street level.

### **P-1010-001**

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-1010-002**

Traffic flow at the Mill Plain intersections is critically important. Project engineers have worked diligently to enable this area to serve light rail, heavy freight traffic, pedestrians, and others. The Transportation section of the FEIS (3.1) provides data on local street operations. The intersections of Mill Plain with Main, Broadway, and C streets will operate within adopted standards.

Additionally, nationally, studies have shown that economic development

and land use intensification opportunities arise from investment in high-capacity transit, such as light rail. It is expected that Vancouver businesses will benefit from increased visibility to those riding light rail, and that the increased retail, office and high density residential development plans adopted by the City of Vancouver will result in an increase of potential new customers living and working in Vancouver. These benefits are lessened if the guideway is elevated, and removed from the active streetscape.

Lastly, elevating the light rail facility would have greatly increased costs. Since the release of the DEIS, the project has attempted to reduce costs by deferring certain improvements and modifying designs.