



From: NoEmailProvided@columbiarivercrossing.org
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, June 11, 2008 3:51:19 PM
Attachments:

Home Zip Code: 98663
 Work Zip Code: 98663

Person:
 Lives in the project area

Person commutes in the travel area via:
 Car or Truck
 Walk

- P-1029-001**
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: No
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: No

Contact Information:
 First Name: Mark
 Last Name: Provolt
 Title: Mr.
 E-Mail:
 Address: 1904 H Street
 Vancouver, WA 98663

- Comments:
P-1029-002 | While my neighborhood association feels that Mill Plain MOS HCT Transit alignment

P-1029-001

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-1029-002

The Clark College transit terminus was chosen by project sponsors as part of the LPA in July 2008, as it was deemed to most effectively balance the cost of the project and the projected community benefits.

RTC's Clark County High Capacity Transit System Study, published in December of 2008, analyzed specific high-capacity transit improvements that could connect with existing and future transit facilities and be

extended throughout Clark County To view their Final HCT System Study, visit RTC's website at www.rtc.wa.gov.

P-1029-002 would cause an unacceptable flow of bus traffic through the neighborhood, I disagree with them. Given the technical data regarding noise and vibration that may or not be mitigated with an HCT alignment that pushes rail traffic through Arnada on either McLoughlin or 16th, I feel the the Mill Plain MOS would cause the least disruption for all the neighborhoods potentially impacted by HCT Light Rail. Light Rail has already become a very divisive topic in West Vancouver. My first choice would be the 2 way Broadway (north) MOS, my choice would be the Mill Plain MOS. I feel the other choices would have to much of a negative impact on the Arnada neighborhood.